

TRAVERSIBLE HIGHWAYS REPORT 2002

A report on the status of prospective State Highway Routes
over traversable facilities maintained by other agencies.

STATE OF CALIFORNIA

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OCTOBER 2002

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CHAPTER ONE

Introduction

Traversable highways are existing roads or streets between the termini of and approximately along the State highway routes described in the Streets and Highways Code. There are 11.0 miles of traversable highways which have been brought into the state system as toll roads. There are 9.7 miles of traversable highways currently being maintained by cities or counties which may soon be brought into the system.

The traversable highway mileage compared to total state highway system mileage in each district is shown in Table 1-1.

TABLE 1-1

STATE HIGHWAY SYSTEM MILEAGE IN 2002

District	Maintained by the State	Not Maintained by the State			Total
		Not Traversable	Traversable	Total	
1	945.0	160.3	0.0	160.3	1,105.3
2	1,735.0	24.5	0.0	24.5	1,759.5
3	1,507.0	161.8	0.0	161.8	1,668.8
4	1,438.0	225.6	0.0	225.6	1,663.6
5	1,165.0	61.2	0.0	61.2	1,226.2
6	2,040.0	167.6	0.0	167.6	2,207.6
7	1,149.0	253.4	0.0	253.4	1,402.4
8	1,905.0	70.5	0.0	70.5	1,975.5
9	739.0	71.5	0.0	71.5	810.5
10	1,320.0	159.5	0.0	159.5	1,479.5
11	992.0	75.1	0.0	75.1	1,067.1
12	353.0	18.2	11.0	29.2	369.0
Total	15,288.0	1,449.2	11.0	1460.2	16,748.2

Most traversable highways do not comply with state highway standards and cannot be adopted into the state highway system. The Department does not expect to recommend that the California Transportation Commission adopt any traversable highways during the fiscal year 2002/03. However, the Department may assume maintenance of 9.7 miles of traversable highway. In addition, 53.5 miles are soon expected to be improved. After improvement, these roads may be considered for adoption. An additional 196 miles are being studied. Table 1-2 indicates the various categories of traversable highways. 63 Miles of highway were developed as toll roads.

TABLE 1-2

2002 STATUS OF TRAVERSABLE HIGHWAYS (MILES)

District	Possible Adoption & Assumptions in 2002-03	Current and Proposed Construction	Studies	No Activity	Total
1	0.0	0.0	18.2	142.1	160.3
2	0.0	0.0	0.0	24.5	24.5
3	0.0	10.4	59.1	92.3	161.8
4	0.0	5.7	46.6	173.3	225.6
5	0.0	0.0	0.0	61.2	61.2
6	0.0	0.0	0.0	167.6	167.6
7	1.6	10.7	48.8	192.3	253.4
8	0.0	0.0	0.0	70.5	70.5
9	0.0	0.0	0.0	71.5	71.5
10	0.0	0.0	8.3	151.2	159.5
11	8.1	25.5	7.0	34.5	75.1
12	0.0	1.2	8.0	9.0	18.2
Total	9.7	53.5	196.0	1,190.0	1,449.2

This report focuses on traversable highways that are either being improved or are under consideration for improvement. This report first discusses the prospects for adoption of roads into the state highway system or assumption of maintenance during fiscal year 2002/03. It then discusses current and proposed construction. Next it discusses roads that are under study for possible inclusion in the State highway system.

The last two chapters show changes in the composition of the state highway system over the years and the legal requirements, current practice, and current policy for assumption of maintenance of traversable highways. Finally, the report provides appendices that contain detailed lists of nonmaintained highways by category, copies of related statutes, policies and procedures, and a map showing the locations of traversable highways.

CHAPTER TWO

Traversable Highways: Proposed Adoption and Assumption of Maintenance

The Department interprets the Streets and Highways Code as it relates to traversable highways as follows.

Whenever a traversable highway is complete over its entire route and constructed to State highway standards. The California Transportation Commission must adopt the constructed facility and the Department must maintain it with funds from the State Highway Account. If a traversable highway exists over a portion of a route is constructed to State highway standards and connects to an already maintained state highway, the Commission may adopt the constructed facility. After the Commission adopts the facility, the Department maintains that facility with funds from the State Highway Account. An existing facility meets State highway standards if it provides an acceptable level of traffic service and does not require restoration.

The Commission adopts traversable highways, based on the Department's recommendation. The Department does not expect to recommend the adoption of any traversable highways during the 2002-03 fiscal year. However, the Department may propose the assumption of maintenance of 9.7 miles of traversable highway. A list follows.

		<u>Miles</u>
7-LA-710	From Ocean Blvd. to Route 1 Pacific Coast Highway This segment is ready and should be adopted after the completion of two more construction jobs.	1.6
11-SD-54	From 0.7 miles west of Woodman to 0.6 miles east of Briarwood Construction of a four-lane freeway has been completed and adoption should follow shortly.	2.7
11-SD-905	From 0.5 miles east of Route 805 to Route 125 (Otay Mesa Rd.) Currently in Preliminary Engineering and Environmental Documents Phase.	4.2
11-Imp-7	From the Mexican Border near Calexico to Route 98 Construction of a four-lane highway was completed and the facility opened 12/98.	1.2
TOTAL		9.7

CHAPTER THREE

Traversable Highways: Current and Proposed Construction

Improvements are planned on 50.6 miles of traversable highways. Some of these improvements are underway; others are included in capital budgets. A list of these projects follows. It includes 52.7 miles that have already been improved and accepted:

		<u>Miles</u>
3-Yol-128	From Route 505 to Route 113 This segment will be considered for assumption of maintenance after a two-mile section just east of Route 505 is reconstructed.	10.4
4-SCI-87	From Taylor Street to Route 101 Expansion of this segment to a six-lane freeway should be completed by 2000.	3.1
4-Mrn-251	From Route 101 to Route 580 Construction on this segment should be completed within five years.	1.6
4-Ala-880	From Route 880 to 80 This segment is currently under construction and should be completed by 2000.	1.0
7-LA-710	From Terminal Island Freeway to Harbor Scenic Drive Plans for improvement are currently in the works for this segment.	1.9
7-LA-47	From Vincent Thomas Bridge to Route 103 When this segment is improved, it will be considered for assumption of maintenance.	1.2
7-LA-47	From Route 103 to Route 91 (via Henry Ford Ave. and Alameda St.) This project is partially funded.	7.6
11-SD-52	From Mission Gorge Road to Route 125 When construction is completed, this segment will be considered for assumption of maintenance.	1.2
11-SD-54	From 0.6 miles east of Briarwood to proposed junction of Route 125 (PM 6.3) This segment will be constructed as part of the Route 125 tollway project, to be completed in 2006.	0.9

11-SD-56	From 0.5 miles east of Carmel Country Drive to (PM 2.347) 0.4 miles west of Salmon River Road (PM 7.234) Construction on this segment is scheduled for completion in 2004.	4.9
11-SD-125	From Route 905 to Route 54 Initial four-lane facility estimated construction completion in 2006.	11.2
11-SD-125	From Route 54 to Route 94 Six-lane freeway currently under construction.	4.4
11-SD-125	From Fletcher Parkway to Navajo Road Construction on this segment was scheduled for completion in 2001.	(1.8)
11-SD-125	From Grossmont College Drive to Mission Gorge Road (Route 52) Construction on this segment completed in 1998.	(1.1)
12-Ora-133	From Routes 133/241 IC to Routes 5/133 IC The toll road segment of this facility opened to traffic in 1998.	(3.3)
12-Ora-241	From Oso Parkway to Antonio Parkway This segment of the toll facility opened to traffic in 1999.	(6.5)
12-Ora-241	From Antonio Parkway to Portola Parkway (South) This segment opened to traffic as part of the toll facility in 1995.	(7.4)
12-Ora-241	From Portola Parkway (South) to Portola Parkway (North) in Irvine This was the first segment of the toll facility that opened to traffic in 1993.	(3.4)
12-Ora-241	From Portola Parkway (North) in Irvine to Route 91 in Anaheim This segment opened to traffic as an extension of the toll facility in 1998.	(16.2)
12-Ora-1	From Copper Lantern Street to Blue Lantern Street The City of Dana Point requests adoption of couplet.	1.2
12-Ora-261	From Routes 241/261 IC to Walnut Avenue Construction on this segment completed in 1999.	(6.1)
12-Ora-261	From Walnut Avenue/Route 261 IC to Routes 5/261 IC	(6.9)

Construction on this segment completed in 1999.

	TOTAL	<hr/> 50.6
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Constructed	TOTAL	(52.7)
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CHAPTER FOUR

Traversable Highways: Studies

Either the Department or local authorities plan to study the acceptability of 196 miles of traversable highway routes. Some of these studies are underway; others will be conducted in the future. A list of the routes to be studied follows.

		<u>Miles</u>
1-DN-169 Hum	From Terwer Riffle Road to Wauteck Village Feasibility Study planned for this route.	18.2
3-Yub-65 Sut	From Route 70 near Marysville to Route 99 near Yuba City The District is conducting a Route Adoption Study.	5.3
3-Sac-102 Pla	From Route 5 to Route 80 near Auburn A Feasibility Study has been completed but further corridor studies are needed.	37.5
3-Sac-148	From Route 5 to Route 99 Some studies have been conducted but further analysis is needed.	4.3
3-Sac-148	From Route 99 to Route 143 Some studies have been conducted but further analysis is needed.	4.0
3-Sac-148	From Route 143 to Route 65 Some studies have been conducted but further analysis is needed.	8.0
4-Ala-61	From Route 84 to Route 112 and from Route 260 to Route 880 Technical studies have been done on air and noise along Route 880.	24.3
4-Ala-84 CC	From Route 580 to Route 4 Contra Costa County is conducting a corridor study.	20.4
4-SM-84	From Route 101 at Woodside Road to Marsh Road A PSR was prepared by a consultant for the San Mateo Transportation Authority.	1.9
7-LA-710	From Valley Blvd. To Colombia Street An eight-lane freeway is planned after studies are completed.	3.5
7-LA-39	From Orange County Line to Azusa Avenue No current plans for improvement.	5.4

7-LA-39	From Colima Road to Route 10 No current plans for improvement.	5.5
7-LA-47	From Lomita Blvd. To Route 91 (via Alameda St.) To be improved after completion of studies.	8.6
7-LA-47	From Lomita Blvd. To Route 405 (Alameda St.) Construction on this segment is scheduled to begin in 1997.	8.6
7-LA-47	From Route 405 to Delamo Blvd. (Alameda St.) Advertising for this segment is scheduled for 1997.	8.6
7-LA-47	From Delamo Blvd. to Route 91 (Alameda St.) Advertising for this segment is scheduled for 1997.	8.6
10-Ama-104	From Route 49 to Route 88 (Ridge Rd., Climax Rd.) Amador County Transportation Commission is in the process of initiating a study.	8.3
11-SD-125	From Navajo Road to Grossmont College Drive Six-lane freeway to be constructed after completion of studies.	1.5
11-Imp-7	From Route 98 to Route 8 A study is being conducted on the construction of a four-lane freeway.	5.5
12-Ora-57	From Route 405 to Routes 5/22/57 IC Potential toll road project.	8.0
TOTAL		196.0

CHAPTER FIVE

Composition of the State Highway System

The Legislature created the first State highway in 1895 by acquiring the Placerville-Lake Tahoe Road. From time to time, the Legislature created other state highways in the mountainous regions of the state by acquiring county roads or by constructing new roads. By 1912, there were about 550 miles of State highway. In 1917, these highways were added to the newly created state highway system.

The Legislature established the state highway system in the State Highway Act on March 22, 1909. The general election held in November 1910, approved the Act, including a bond issue of \$18 million. By 1920 the system included 6,400 miles. The state highway system has developed over the years to its present 16,734 miles. Table 5-1 shows the system mileage at specific points in time. It also shows maintained and nonmaintained miles.

TABLE 5-1

STATE HIGHWAY SYSTEM IN 2002

MAINTAINED AND NONMAINTAINED MILES

<u>Year Ending</u>	<u>Total System Miles</u>	<u>Maintained Miles</u>	<u>Nonmaintained Miles</u>
1920	6,400	3,298	3,102
1931	7,657	7,108	549
1933	13,869	13,528	341
1954	14,314	13,769	545
1959	16,326	14,028	2,298
1970	16,661	14,567	2,094
1978	16,700	15,232	1,468
1979	16,689	15,229	1,460
1980	16,676	15,211	1,465
1981	16,631	15,201	1,430
1982	16,629	15,201	1,428
1985	16,695	15,214	1,481
1997	16,752	15,238	1,514
2002	16,734	15,225	1,509

Source:

Biennial Reports, Division of Highways (Prior to 1948)

Annual Reports, Division of Highways (1948 and later)

Highway System Engineering Branch Data

CHAPTER SIX

Legal Requirements, Current Practices, and Current Policy

Legal Requirements

The Legislature begins the process of incorporating a route into the state highway system by enacting a statute which describes the route's termini and, intermediate points. An existing road, under the jurisdiction of a local agency, may fit the route description, either wholly or in part. In the statutes, such existing local roads are referred to as traversable highways.

The Department then recommends to the California Transportation Commission either that a highway be built or that an adequate traversable highway be adopted as the state highway.

The Commission must adopt as the state highway an adequate traversable highway which fits the entire statutory route description.

The Commission may adopt as a portion of the state highway an adequate traversable highway which fits a portion of the statutory route description and which connects to an existing state highway.

The Department must maintain and improve all state highways, including traversable highways which the Commission has adopted into the state highway system. The Department is not required to maintain an existing local road which fits the description of any route or portion of a route which was added to the state highway system after January 1, 1947, until the local road has been laid out and constructed to adequate standards.

Appendix C lists applicable sections of the Streets and Highways Code which relate to traversable highways, including assumption of maintenance of such highways.

Current Practice

Currently, each District prepares and submits to the Division of Highways – Program Development an annual report on traversable highways. The reports must include the information described in Policy and Procedure Memorandum P78-4, as revised, October 4, 1983. (See Appendix D). In the report, the District discusses the prospects for bringing each traversable highway up to adequate standards, so that the Commission may adopt the highway as a state highway and the Department may assume maintenance of the highway.

Current Policy

Unless a project to improve a facility to state highway standards has a high enough priority to qualify for state funding, the Department waits until a local agency improves the facility and asks us to assume maintenance of the facility. If a local agency asks the Department to maintain an adequate facility which fits the entire route description, the Department will recommend that the Commission adopt the route. However, the Department will not recommend that the Commission adopt a facility which fits only a portion of a route description unless that facility connects to a maintained state highway, functions as a state highway, and serves as an appropriate and usable link in the authorized state highway system.

APPENDIX A

STATE HIGHWAY ROUTES
NOT YET MAINTAINED
BY THE STATE

TRAVERSABLE HIGHWAYS
LOCAL ROADS MEETING THE DEFINITION IN SECTION 81, STREETS AND HIGHWAY CODE

C.O. MAP ITEM NO.	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Men & Hum 1-1	211	Route 211 is from Route 1 near Rockport to Route 101 near Fernbridge.	FROM MENDOCINO COUNTY 4 LINE TO FERNDAL.		73.2	1934	--	No plans	----	(Chemise Mountain Road, Kings Peak Road, Wilder Ridge Road, Mattole Road). These roads are not constructed to State standards. These roads are unacceptable candidate highways for the state highway system at this time.
Men 1-2	211		FROM ROUTE 1 TO HUMBOLDT COUNTY LINE.	4	29.6	1934	--	No plans	----	(Usal Road). Existing road is primitive and unsuitable for use as a state highway.
Men 1-3	162	Route 162 is from: (a) Route 101 near Longvale to Route 5 near Willows via the vicinity of Covelo and Mendocino Pass. ***	IN DISTRICT 1, FROM 5 MILES EAST OF COVELO TO GLENN COUNTY LINE.	4	25.3	1965	--	See Remarks	----	(Mendocino Pass Road, Forest Highway 7). The results of a traffic study and public Meetings concluding in Oct. 1997 are that FHWA, Caltrans & USFS have decided not to pursue a Project to reconstruct and pave 47 miles of Forest Highway 7.
D N & Hum 1-4	169	Route 169 is from: Route 101 near Klamath to Route 96 near Weitchpec. Notwithstanding the provisions of Section 81 of this code, the department may maintain a traversable road highway located in portions of the area between the termini of and approximately on this route even though the highway is not continuous.	FROM TERWER RIFFLE ROAD TO WAUTECK VILLAGE.	3	18.2	1920	--	See remarks	----	See Map Item No. 3-8. Primitive logging roads - unsuitable for use as a state highway. Feasibility study planned for this route.
Lake 1-5	281	Route 281 is from: Route 29 south of Lakeport to Route 29 southerly of Konocti Bay and via the vicinity of Soda Bay.	FROM ROUTE 29 SOUTH OF LAKEPORT TO KONOCTI BAY ROAD.	4	14.0	1970	--	See remarks	----	(Soda Bay Road). Improvement of existing road to state standards is planned for distant future by the county (PM 13.2-14.0).
Total					160.3					

TRAVERSABLE HIGHWAYS
LOCAL ROADS MEETING THE DEFINITION IN SECTION 81, STREETS AND HIGHWAY CODE

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DISTRICT 2

C O. MAP ITEM NO.	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Las 2-1	36	Route 36 is from: (a) Route 101 near Alton to Route 395 near Johnsonville passing near Forest Glen via Red Bluff and Mineral, via the vicinity of Morgan Summit, and via Susanville. (b) Route 139 north of Susanville to Route 395 near Termo.	FROM ROUTE139 NORTH OF 4 SUSANVILLE TO ROUTE 395 NEAR TERMO.		17.0	1959	1959	No plans	----	(South Grasshopper Road, Westside Road, and Fillman Road). Caltrans has no plans for a freeway or expressway. The existing road is not on a proper alignment for adoption as a state highway.
Plu 2-2	285	Route 285 is from: Route 70 on West Street in Portola northwesterly to the north city limits, then to Lake Davis via Humbug Canyon, and then easterly to Grizzly Reservoir via the south shore of the lake.	FROM ROUTE 70 IN 4 PORTOLA TO LAKE DAVIS.		7.5	1970	--	No plans	----	(West St. in Portola and via Humbug Canyon.) 4.8 miles from Portola were constructed in 1972 (22' traveled way, 3' shoulders, 6" base, and 2" asphaltic concrete). There are problems with right of way and drainage. The road was not constructed to State standards.

Total 24.5

TRAVERSABLE HIGHWAYS
LOCAL ROADS MEETING THE DEFINITION IN SECTION 81, STREETS AND HIGHWAY CODE

C.O. MAP ITEM NO.	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Sac 3-1	65	Route 65 is from: (a) Route 99 near Bakersfield to Route 198 near Exeter.	FROM SAN JOAQUIN COUNTY LINE TO RTE 104.	4	6.0	1959	1959	No plans	----	(No traversable highway). No recommendation. See Map Item No. 10-1.
		(b) Route 198 near Exeter to Route 80 near Roseville on a route along the easterly side of the San Joaquin Valley, which route may include all or portions of any existing state highway route.	FROM ROUTE 104 TO PLACER COUNTY LINE.	4	25.0	1986	1986	No plans	----	(General routing not determined). No recommendation.
		(c) Route 80 near Roseville to Route 70 near Marysville.	FROM SACRAMENTO COUNTY LINE TO ROUTE 80.	4	3.9	1959	1959	No plans	----	(No local roads fit the description of a traversable highway). No recommendation.
Yub Sut 3-2	65	(d) Route 70 near Marysville to Route 99 in or near Yuba City.	FROM ROUTE 70 NEAR MARYSVILLE TO ROUTE 99 NEAR YUBA CITY.	3	5.3	1970	1970	See Remarks	----	(No local roads fit the description of a traversable highway). A major bridge crossing the Feather River south of Yuba City and Marysville is required. District 3 has protected all at risk parcels through corridor preservation right of way purchase. Local agency proactive in R/W protection also. Map Item No. 3-3 eliminated.
3-3										
Sac Pla 3-4	102	Route 102 is from: Route 5 near Elkhorn to Route 80 near Auburn.	FROM ROUTE 5 TO ROUTE 80 NEAR AUBURN.	3	37.5	1959	1959	See Remarks	----	(General routing not determined) (No traversable highway). The CTC authorized a Feasibility Study in October 1988. The study was completed by Caltrans in February 1991. In October 1991 the CTC authorized continued corridor studies, possibly leading to route adoption for Route 102. Budgetary and contracting out constraints have stalled this study. Placer Co. is pursuing Placer Parkway, an Access controlled facility to be built to Freeway standards. Project presently in (PA/ED) phase. Project limits are SR 99 to SR 65.

TRAVERSABLE HIGHWAYS

LOCAL ROADS MEETING THE DEFINITION IN SECTION 81, STREETS AND HIGHWAY CODE

Page 2 of 3

DISTRICT 3

C.O. MAP ITEM NO.	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Yol 3-5	128	Route 128 is from: (a) Route 1 near the mouth of the Navarro River to Route 101 near Cloverdale. (b) Route 101 to Route 29 in Calistoga. (c) Route 29 near Rutherford to Route 113 near Davis via Sage Canyon.	FROM ROUTE 505 TO ROUTE 113	2	10.4	1939	1959	Portion to be improved.	1997+	(County Roads 32, 93A, and 31). A two-mile section just east of Route 505 needs to be reconstructed. Yolo County will improve the roadway as funds permit. The district recommends maintenance by the state be deferred until the road is constructed to State Highway Standards.
Sac 3-6	143	Route 143 is from: Route 99 near Elk Grove to Route 244 near Carmichael.	FROM ROUTE 99 TO ROUTE 244	4	19.7	1959	1959	Deleted 1975 F&E System. No plans for improvement.	----	The Freeway route adoption was rescinded in 1975. Existing arterials approximating route are currently utilized. District recommend removal of the route from the State Highway System. (Grant Line Road, Bradshaw Road) (No local roads fit the total description of a traversable highway).
Sac 3-7	148	Route 148 is from: (a) Route 5 near Sacramento to Route 143 south of Route 16. (b) Route 143 south of Route 16 to Route 65.	ROUTE 148 FROM ROUTE 5 TO ROUTE 99.	3	4.3	1959	1959	See remarks.	----	Freeway route adoption was rescinded 8/21/74. Preliminary plans by the City of Sacramento provide for an arterial street (Cosumnes River Parkway) within the Route 148 alignment. This area is being built out precluding any new alignment. (No local roads fit the total description of a traversable highway). We recommend removal of the route from the State Highway System.
Sac 3-7	148		FROM ROUTE 99 TO ROUTE 143	3	4.0	1959	1959	See remarks	----	Freeway route adoption was rescinded 8/21/74. City included a short portion easterly of Route 99 in the above section. (Calvine Road) (General routing not determined). (No traversable highway). No plans on the balance of the route. This area is being built out precluding any new alignment. District recommend removal of the route from the State Highway System.
Sac 3-7	148		FROM ROUTE 143 TO ROUTE 65	3	8.0+	1986	1986	No plans	----	(General routing not determined). (No traversable highway). This area is being built out precluding any new alignment. We recommend removal of the route from the State Highway System.

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TRAVERSABLE HIGHWAYS
LOCAL ROADS MEETING THE DEFINITION IN SECTION 81, STREETS AND HIGHWAY CODE

C.O. MAP ITEM NO.	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Gle 3-8	162	Route 162 is from: (a) Route 101 near Longvale to Route 5 near Willows via the vicinity of Covelo and Mendocino Pass. (b) Route 5 near Willows to Route 45. (c) Route 45 to Route 99 near Biggs. (d) Route 99 near Richvale to Route 70 near Oroville. (e) Route 70 near Oroville to Foreman Creek Road via the Bidwell Bar Bridge.	FROM MENDOCINO COUNTY 4 LINE TO ALDER SPRINGS	4	24.3	1965	--	No plans	----	(Mendocino Pass Road is part of Federal Forest Highway #7). Mendocino Pass Road is primitive and unsuitable for use as a state highway. See Map Item No. 1-3 and 3-9.
Gle 3-9	162		FROM ALDER SPRINGS TO JUNCTION COUNTY OF ROADS 307 AND 406	4	13.3	1965	--	See remarks	----	(Alder Springs Road is part of Federal Forest Highway #7) Alder Springs Road was improved in 1972 and repaired in 1978. Federal funds in the amount of \$4 million (\$2 million FY 1994/95) the U.S. Forest Services \ has agreed to allow the \$4 million to be applied toward the improvement of this section of Route 162 which lies to the east of the Alder Springs instead of the previous section. This portion cannot be accepted into the State Highway System until it is brought up to State Highway Standards. See Map Item No. 3-8.
3-10										Map Item No. 3-10 was eliminated.
3-11 Yol 3-12	179	Route 179 is from Route 80 near Vacaville to Route 128 near Berryessa Reservoir.	FROM ROUTE 80 TO ROUTE 128	4	0.1	1959	1959	No plans	----	Map Item No. 3-11 was eliminated. (Cherry Glen Road, Pleasant Valley Road). No recommendation. See Map Item No. 4-24 previously 10-6.
2/2002	Total				161.8		A - 6			

TRAVERSABLE HIGHWAYS
LOCAL ROADS MEETING THE DEFINITION IN SECTION 81, STREETS AND HIGHWAY CODE

C O. MAP ITEM NO.	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
Son 4-1	12	Route 12 is from: (a) Route 1 near Valley Ford to Route 121 near Sonoma via Santa Rosa. (b) Route 29 in the vicinity of Napa to Route 80 near Cordelia. (c) Route 80 near Fairfield to Route 99 near Lodi via Rio Vista. (d) Route 99 near Lodi to Route 88 near Lockeford. (e) Route 88 near Clements to Route 49 near San Andreas.	FROM ROUTE 1 TO ROUTE 116	4	9.2	1959	1959	Inadequate No plan to improve within 5 years.	----	(Valley Ford Road, Bodega Highway). About 1.3 miles were widened to 40 feet in 1975. The remaining portion is inadequate.
Ala 4-2	13	Route 13 is from: Rout 61 near the Oakland International Airport to Route 61 near Emeryville via the vicinity of Lake Temescal.	FROM ROUTE 61 TO ROUTE 580	4	4.5	1959	1959	Inadequate. No plans for improvement.	----	(No local roads adequately fit the description of a traversable highway). 4.3 miles were deleted from the F&E System effective 1/1/82. No recommendation.
Mmn 4-3	251	Route 251 is from: (a) Route 580 near Point San Quentin to Route 101 near Greenbrae. (b) Route 101 near San Rafael to Route 1 near Point Reyes Station.	FROM ROUTE 1 TO ROUTE 101 NEAR SAN RAFAEL	4	22.9	1959	1959	Inadequate No plans for improvement.	----	(Petaluma Pt. Reyes Rd., Nicasino Valley Rd., Sir Francis Drake Blvd., Red Hill Ave., 4th St.) The existing roads were not constructed to state standards.
C C 4-4	24	Route 24 is from: (a) Route 580 in Oakland to Route 680 in Walnut Creek. (b) Route 680 in Walnut Creek to Route 4 near Pittsburg.	FROM ROUTE 680 TO ROUTE 4 NEAR ANTIOCH (Ygnacio Valley Road, Kirkner Pass Road).	4	15.1	1959	1959	No plans See remarks	----	Considered adequate in 1972, but local agencies have discouraged State adoption. Freeway route adoption (4.5 miles) was rescinded 4-16-75. No recommendation.

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TRAVERSABLE HIGHWAYS
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Mm 4-5	37	Route 37 is from: (a) Route 251 near Nicasio to Route 101 near Novato. (b) Route 101 near Novato to Route 80 near Lake Chabot via the vicinity of Sears Point and via the former Sears Point Toll Road.	ROUTE 251 TO ROUTE 101 NEAR NOVATO	4	11.2	1959	1959	Inadequate No plans for improvement.	----	(Point Reyes-Petaluma Road, Novato Blvd.). The existing road is in the vicinity of Stafford Lake. The road is inadequate and in an unstable condition.
Ala 4-6	61	Route 61 is from: Route 84 near Newark to Route 580 near Albany via the vicinity of San Leandro and Oakland International Airport and via Alameda. No portion of Route 61 shall be constructed as a freeway north of Hegenberger Road.	FROM ROUTE 84 TO ROUTE 112 AND FROM ROUTE 260 TO ROUTE 880	3	24.3	1959	1959	No plans	----	(No traversable highway). There have been technical Studies done on air and noise along RTE. 880
Ala C C 4-7	77	Route 77 is from: (a) Route 880 near 42nd Avenue to a connection with Route 580 near High Street in Oakland. (b) Route 580 in Oakland to Route 24 near Lafayette.	FROM NORTH JUNCTION OF 4 ROUTE 580 TO ROUTE 24 NEAR LAFAYETTE	4	11.9	1953	1959	No plans	----	(Park Blvd., Shepard Canyon Road, and Moraga Rd.). The portion from Route 580 to Route 93 (4.8 miles) was deleted from the F&E System in 1972, and the adopted freeway route was rescinded 7/18/74. The adopted freeway route from Route 93 to Route 24 was rescinded 7/17/75. The town of Moraga has negotiated to lease a portion of State-owned R/W for construction of a golf course. Construction of a conventional highway can be accommodated within the rescinded alignment.
Ala 4-8	77		FROM EAST 14th St. IN OAKLAND TO SOUTH JUNCTION ROUTE 580	4	1.5	1953		No plans	----	(42nd Ave., High St.).
4-9										Map Item No. 4-9 was eliminated.
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Ala C C 4-10	84	Route 84 is from: (a) Route 1 near San Gregorio to Route 101 at Woodside Road in Redwood City. (b) Route 101 at Marsh Road in Menlo Park to Route 880. (c) Route 880 to Route 238. (d) Route 238 to Route 680 near Scotts Corners via the vicinity of Sunol. (e) Route 680 near Scotts Corners to Route 580 in Livermore. (f) Route 580 in Livermore to Route 4 near Brentwood. (g) Route 12 at Rio Vista to Route 80 near Bryte via Ryer Island.	FROM ROUTE 580 TO ROUTE 4	3	14.7	1959	1959	Inadequate	Over 10 years	On page 3 of 7, CC Rte 84, Legislative Description (f), it appears that the State Route (SR) 4 Bypass is being constructed over a portion of the Legislative Rte 84, although most of the Legislative Rte 84 is Vasco Road. An EIR for the SR4 Bypass was approved in 12/94 and an Addendum considering additional planned projects was approved in 1/99. The Lead Agency is the SR 4 Bypass Authority, which is funding and constructing the Bypass. The SR 4 Bypass Extends from SR 4 in Antioch to Walnut Blvd/Vasco Rd with a connector to the existing SR4 via an improved Marsh Creek Road. The Bypass will be relinquished to Caltrans and the existing Rte4 will be relinquished to the County. The Bypass will be constructed in two phases and each phase will have three segments. At the completion of Phase 1, the Bypass will be a combination of expressway and two-lane road. At the completion of the second phase, the Bypass will be freeway from existing Rte 4/Bypass I/C (KP47.7) to Lone Tree Way I/C (KP53.0) and an expressway from Lone Tree Way I/C (KP53.0) to Walnut Blvd/ Vasco Rd (KP67.6). According to Contra Costa County, there will be intersection improvements at Vasco Rd/Camino Diablo for operational and safety reasons. (Note: I'm waiting for status of any current plans for Vasco Rd from the Contra Costa County Public Works). The segment of Vasco Rd from Camino Diablo to the Alameda/CCC line has been realigned and constructed. (Vasco Road, Walnut Blvd.). years Route 84 was a portion of the previously proposed mid-state tollway from Sunol to Vacaville. No recommendation.
Ala C C 4-11	84		FROM ROUTE 580 TO ROUTE 4	3	5.7	1959	1959	Inadequate	Over 10 years	Map Item No. 4-11 has been eliminated.

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S CI 4-12	87	Route 87 is from: (a) Route 85 in the vicinity of Santa Teresa Boulevard to Route 101 in the vicinity of Guadalupe River. (b) San Jose easterly of Route 101 to Route 237.	FROM TAYLOR STREET TO ROUTE 101.	2	3.1	1961	1961	Existing 4-lane expressway to be replaced with 6-lane freeway.	Acceler- ated schedule in 1998, normal schedule in 2000.	Maintenance currently by City of San Jose. Project Report for 6-lane freeway approved 11/15/91. Record of Decision for FEIS/EIR signed 5/20/94.
S CI 4-12	87		FROM ROUTE 101 TO ROUTE 237.	4	4.3	1961	1961	No plans.	----	Route has not been adopted from Route 101 to Route 237. District 4 has not done any study for future alignment of this route.
Ala 4-13	92	Route 92 is from: (a) Route 1 near Half Moon Bay to Route 280. (b) Route 280 to Route 580 near Castro Valley and Hayward.	FROM ROUTE 238 TO ROUTE 580	4	2.2	1959	1959	No plans	----	Route was planned as a freeway. It was deleted from the F&E System in 1975. The route was rescinded 1/22/76. No recommendation.
C C 4-14	93	Route 93 is from: (a) Route 77 near Moraga to Route 24 near Orinda. (b) Route 24 near Orinda to Route 80 in Richmond and Pinole. (c) Route 80 to Route 580 in Richmond via San Pablo and north Richmond.	FROM ROUTE 77 NEAR BURTON TO ROUTE 80 IN RICHMOND	4	10.6	1959	1959	No plans	----	(Moraga Way, Camino Pablo, and San Pablo Dam Road). The Richmond Parkway has been completed, however, the facility does not meet state standards for expressways.

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C C 4-14	93	Route 93 is from: (a) Route 77 near Moraga to Route 24 near Orinda. (b) Route 24 near Orinda to Route 80 in Richmond and Pinole. (c) Route 80 to Route 580 in Richmond via San Pablo and north Richmond.	FROM ROUTE 80 AT THE RICHMOND PARKWAY TO ROUTE 580	4	7.3	1959	1959	See Remarks	----	(formerly Atlas Road Interchange, San Pablo Dam Road and Canal Boulevard Interchange). Contra Costa County and the Cities of Richmond, Pinole, and San Pablo have formed a Joint Exercise of Power expressways. The facility as currently built does not meet acceptable State expressway standards. The City's interest is to have the State adopt the facility as Route 93. However, the route adoption process will not begin until the facility meets expressway standards. It is unknown at this time when this will occur.
S M 4-15	109	Route 109 is from: Route 84 to Route 101.	FROM ROUTE 84 TO ROUTE 101	4	1.3	1988, Effective 1989	----	See remarks	----	(University Avenue). There has been attempts by Caltrans to persuade the city of Palo Alto to relinquish the portion of University Avenue, between Notre Dame and Rte 101, to the State As a continuation of Rte 109. However, the City Remains reluctant to such proposal. The City of E. Palo Alto has requested the District to terminate the process of determining a traversable highway for Route 109. (November 29, 1989).
S CI 4-16	130	Route 130 is from: Route 101 in San Jose to Route 33 near Patterson via the vicinity of Mount Hamilton.	FROM MOUNT HAMILTON TO STANISLAUS COUNTY LINE	4	20.8	1959	--	Inadequate	No improvements anticipated.	(San Antonio Valley Road, and Del Puerto Canyon Road). Existing roads are substandard. See Map Item No. 10-4.
Son 4-17	181	Route 181 is from: Route 116 near Forestville to Route 101.	ROUTE 116 TO ROUTE 101	4	9.5	1959	1959	Inadequate. No plans to improve within 5 years.	----	(Mirable Road and River Road). Mirable Road from Route 116 to River Road does not meet State standards.

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S M 4-18	84	Route 84 is from: (a) Route 1 near San Gregorio to Route 101 at Woodside Road in Redwood City. (b) Route 101 at Marsh Road in Measure A Project. Additional Menlo Park to Route 880. (c) Route 880 to Route 238. (d) Route 238 to Route 680 near Scotts Corners via the vicinity of Sunol. (e) Route 680 near Scotts Corners to Route 580 in Livermore. (f) Route 580 in Livermore to Route 4 near Brentwood. (g) Route 12 at Rio Vista to Route 80 near Bryte via Ryer Island.	FROM ROUTE 101 AT WOODSIDE RD. TO MARSH ROAD	3	1.9	Anticipated in 1999	---	The PSR was prepared by a consultant for the San Mateo Transportaion Authority, for the Extention of Rte 84, Between Rte 101 at Woodside and Marsh Roads. The Remarks Column is still valid.	----	(No local roads adequately fit the description of a traversable highway). New alignment. San Mateo County Measure A Project. Additional fund source not yet indentified.
S M S F 4-19	230	Route 230 is from: Route 101 near the south city limits of San Francisco to Route 280 in San Francisco.	FROM ROUTE 101 TO ROUTE 280	4	4.1	1959	1959	No plans	----	(No traversable highway). Freeway route adoption was rescinded 10/21/76.
Ala 4-20	238	Route 238 is from: Route 680 in Fremont to Route 61 near San Lorenzo via Hayward.	FROM ROUTE 880 TO ROUTE 61	4	1.6	1959	1959	No plans	----	(Lewelling Boulevard). The route terminates at unconstructed Route 61. Freeway route has not been adopted.
Ala C C 4-21	239	Route 239 is from: Route 580 west of Tracy to Route 4 near Brentwood.	FROM ROUTE 580 WEST OF TRACY TO ROUTE 4	4	17.0	1959	1959	Inadequate	Not within 10 years.	(Mountain House Road, Byron Highway). Existing routes are substandard. (Vasco Rd, Walnut Blvd). Rte 239 was a portion of the previous proposed mid-state tollway from Sunol to Vacacille. No recommendation.
Mmn 4-22	251	Route 251 is from: (a) Route 580 near Point San Quentin to Route 101 near Greenbrae. (b) Route 101 near San Rafael to Route 1 near Point Reyes Station.	FROM ROUTE 101 TO ROUTE 580	2	1.6	1959	1959	Inadequate See remarks	Unknown probably within 5 years.	(Sir Francis Drake Blvd.). 4-lane section for 1.0 mile; 40-foot section for 0.5 mile. 14' vertical clearance at the underpass. Used as a cut-off between Route 101 and Richmond-San Rafael Bridge.

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S M 4-23	380	Route 380 is from: (a) Route 1 near Pacifica to Route 280 in San Bruno. (b) Route 280 in San Bruno to Route 101 in the vicinity of the San Francisco International Airport.	FROM ROUTE 1 TO ROUTE 280	4	4.4	1959	1959	No plans	----	(San Bruno Avenue and Sharp Parks Road). (No local roads adequately fit the description of a state highway.) Freeway route was rescinded 3/29/79. City of Pacifica to improve Sharp Park Road; however, proposed improvements do not meet State standards.
Sol 4-24	179	Route 179 is from Route 80 near Vacaville to Route 128 near Berryessa Reservoir.	FROM RTE 80 TO RTE 128	4	13.7	1959	1959	No plans	----	(Cherry Glen Road, Pleasant Valley Road). No recommendation. See map item No. 3-12, previously 10-6.
S F 4-25	280	Route 280 is from Route 101 in San Jose to Route 80 near First Street in San Francisco via Daly City.	FROM RTE 280 TO 101	4	0.2			No plans	----	Unknown. Route 280 has been extended to 4 th Street /King Street. Rte 480 no longer exists. Reference needs to be updated from the Statutes in reference to Route 280.
S F	480	Route 480 no longer exists.								
ALA 4-26	880	Route 880 is from Route 280 in San Jose to Route 80 in Oakland.	FROM RTE 880 TO 80	2	1.0			UNDER CONSTRUCTION	2000	Replacement of structure lost during earthquake.
					Total					
						225.6				

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S Bt 5-1	180	Route 180 is from: (a) Route 25 near Paicines to Route 5. (b) Route 5 to Route 99 passing near Mendota. (c) Route 99 near Fresno the General Grant Grove section of Kings Canyon National Park. (d) The General Grant Grove section of Kings Canyon National Park to Kings Canyon National Park boundary near Cedar Grove.	FROM PAICINES TO ROUTE 5	4	50.0+	1959	1959	No plans	----	(San Benito County Road-Panoche Road), San Benito-Fresno County Line. No State adoption is requested or recommended (unsuitable). This 32' County of San Benito Road has a structural section consisting of a chip seal over Class 4 AB. See Map Item No. 6-3.
S B 5-2	217	Route 217 is from: (a) Route 101 near Ellwood to the campus of the University of California at Santa Barbara. (b) The campus of the University of California at Santa Barbara to Route 101 northwest of the City of Santa Barbara.	ROUTE 101 NEAR ELLWOOD TO THE U.C. SANTA BARBARA CAMPUS	4	5.0+	1955	1965	No plans	----	(No local roads adequately fit the description of a traversable highway). No plans to construct this route by the County or State. This route should be unadopted, it traverses a highly sensitive environmental area, an industrial park and several residential subdivisions.
S L O 5-3	227	Route 227 is from: Route 1 south of Oceano to Route 101 in San Luis Obispo.	FROM ROUTE 101 SOUTH OF OCEANO TO ARROYO GRANDE	4	1.7	1967	--	No plans	----	(No local roads adequately fit the description of a traversable highway). No State adoption is requested or recommended. There are no plans by Arroyo Grande, San Luis Obispo County, or Caltrans to construct this section. The City of Arroyo Grande in 9/82 was told that Caltrans has no plans to construct this section.
S Cr 5-4	100	Route 100 is from: the junction of Routes 1 and Route 17 to Route 1 west of the San Lorenzo River via the beach area in Santa Cruz.	FROM JUNCTION ROUTE 1 AND ROUTE 17 TO ROUTE 1 WEST OF THE SAN LORENZO RIVER	4	4.5	1959	1959	No plans	----	(Network of city streets). (No traversable highway). Freeway route adoption was rescinded 8/20/75. No recommendation.
12/2002			Total		<u>61.2</u>					

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Tul Fre 6-1	65	Route 65 is from: (a) Route 99 near Bakersfield to Route 198 near Exeter. (b) Route 198 near Exeter to Route 80 near Roseville on a route along the easterly side of the San Joaquin Valley, which route may include all or portions of any existing state highway route. (c) Route 80 near Roseville to Route 70 near Marysville. (d) Route 70 near Marysville to Route 99 in or near Yuba City.	FROM RTE 198 IN TULARE COUNTY ROUTE 168 IN FRESNO COUNTY.	4	46.5	1959	1959	No plans	----	No local roads adequately fit the description of a traversable highway between Route 198 and Route 168. No recommendation.
Fre Mad 6-1	65		FROM ROUTE 168 IN FRESNO CO. TO MADERA- MERCED CO. LINE	4	35.3	1959	1959	No plans	----	(No traversable highway). No recommendation. See Map Item No. 10-1.
Mad 6-2	152	Route 152 is from: (a) Route 1 near Watsonville via Hecker Pass to Route 101 in Gilroy. (b) Route 101 near Gilroy to Route 65 near Sharon via Pacheco Pass.	FROM ROUTE 99 TO ROUTE 65	4	15.1	1959	1959	No plans	----	(No traversable highway). No recommendation.
Fre 6-3	180	Route 180 is from: (a) Route 25 near Paicines to Route 5. (b) Route 5 to Route 99 passing near Mendota. (c) Route 99 near Fresno to the General Grant Grove section of Kings Canyon National Park. (d) The General Grant Grove section of Kings Canyon National Park to Kings Canyon National Park boundary near Cedar Grove.	FROM SAN BENITO- FRESNO COUNTY LINE TO ROUTE 5	4	9.0	1959	1959	No plans	----	The facility, Panoche Road, between San Benito County line and Route 5 is an unimproved dirt road. If a new state highway is constructed in the area, it should be on new alignment. It is highly unlikely any of the existing road could be incorporated into a new highway. Any development of the road should be coordinated with District 5, since a large portion of the unimproved route is also in San Benito County. State adoption is not recommended. See Map Item No. 5-1.

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Fre 6-3	180	Route 180 is from: (a) Route 25 near Paicines to Route 5. (b) Route 5 to Route 99 passing near Mendota. (c) Route 99 near Fresno to the General Grant Grove section of Kings Canyon National Park. (d) The General Grant Grove section of Kings Canyon National Park. (d) The General Grant Grove section of Kings Canyon National Park to Kings Canyon National Park boundary near Cedar Grove	FROM ROUTE 5 TO ROUTE 180 NEAR MENDOTA.	4	22.2	1959	1959	No plans	----	(East on Shields between Route 5 and Fairfax, south on Fairfax between Shields and Belmont, and east on Belmont between Fairfax and Route 180). The traversable route described was proposed by a Fresno County report for the Fresno County Council of Governments which concluded that Shields Avenue, Fairfax Avenue, and Belmont Avenue alignment would be best for regional traffic. Silver Creek, a natural drainage Channel intersects Belmont Avenue about eight miles west of existing Route 180. This channel has caused extensive flooding on Belmont Avenue. Fresno County is prevented from raising the grade of Belmont Avenue to keep it from flooding by a court order obtained by the surrounding landowners. The District recommends that the State not adopt this road.
Tul 6-4	190	Route 190 is from: Route 99 near Tipton to Route 127 near Death Valley Junction, via the vicinity of Porterville, Camp Nelson, Olancha, and Death Valley.	FROM QUAKING ASPEN TO TULARE-INYO COUNTY LINE.	4	31.0	1959	--	No plans	----	(No local roads adequately fit the description of a traversable highway). Mountainous terrain. Route adoption was 10/20/65. No recommendation. See Map Item No. 9-2. (District 6 and 9).
Tul 6-5	276	Route 276 is from: Route 198 near Three Rivers to Oak Grove.	FROM ROUTE 198 NEAR THREE RIVERS TO OAK GROVE.	4	8.5	1967	--	No plans	----	Route 198 near Three Rivers to Mineral King added to State Highway System in 1967. Portion of route between Oak Grove and Mineral King were deleted in 1972. The existing road (Mineral King Road) is inadequate (narrow, winding, steep grades, etc.). The District recommends that the State not adopt this road.
12/2002			Total		167.6					

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L A 7-1	710	Route 710 is from: Route 1 to Route 210 in Pasadena.	FROM TERMINAL ISLAND FREEWAY TO HARBOR SCENIC DR.	2	1.9	1982	1982	Plans for improvement.	----	(Ocean Blvd.).
L A 7-1	710	Route 710 shall also include that portion of the freeway between Route 1 and the northern end of Harbor Scenic Drive, that portion of Harbor Scenic Drive to Ocean Boulevard, that portion of Ocean Boulevard west of its intersection with Harbor	FROM ROUTE 47 TO GERALD DESMOND BR.	2		1982	1982	See remarks.		(Ocean Blvd.). Final PS&E under preparation. 4 Lanes widen to 6 lanes.
L A 7-1	710	Scenic Drive to its junction with Seaside Boulevard, and that portion of Seaside Boulevard from the junction with Ocean Boulevard to Route 47.	GERALD DESMOND BRIDGE. TO HARBOR SCENIC DRIVE.	2		1982	1982	See remarks.	----	Phase 1: Seismic retrofit underway. Phase 2: Widen bridge (1997). Phase 3: Paint bridge.
L A 7-1	710		GERALD DESMOND BRIDGE TO HARBOR SCENIC DRIVE.	1		1982	1982	Completed	1998	Project completed and open to traffic; adoption was to be after completion of Pico Ave. ramps & bridges.
L A 7-1	710		FROM OCEAN BLVD. TO RTE 1 PACIFIC COAST HWY.	1	1.6	1982	1982	Same as above.	1997 & 1998	(Harbor Scenic Dr.). Realign, repave & upgrade. Two construction jobs: Harbor to Shoemaker Br. & Shoemaker Br to SR 1.
L A 7-2	710		FROM VALLEY BLVD. TO COLOMBIA STREET	3	3.5	1959	9/18/59	Appears adequate	----	(Fremont Ave., Fair Oaks Ave., Orange Grove Blvd.). On 9-14-94, CTC approved the statement of findings and overriding considerations and adopted the Median variation alignment for completion of the freeway. 8 Lane freeway is planned.

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L A 7-3	14	Route 14 is from: (a)Route 1 north of the intersection of Sunset Boulevard northwest of	FROM ROUTE 1 TO ROUTE 101.	4	10.1	1959	9/18/59	No plans for	----	Route concept report recommends deletion from the State Highway System.
L A 7-3	14	Santa Monica to Route 5 near Tunnel Station.	FROM RTE 101 TO RTE 118	4	7.4	1959	9/18/59	No plans for improvement.	----	Same as above. (Reseda Blvd.).
L A 7-3	14	(b)Route 5 at Los Angeles near Tunnel Station to Route 58. (c)Route 58 to Route 395 near Little Lake via the vicinity of Antelope Valley.	FROM RTE 118 TO RTE 5.	4	4.3	1959	9/18/59	No plans for improvement.	----	Same as above. (No local roads adequately fit the description of a traversable highway).
L A 7-4	39	Route 39 is from: (a)Route 1 near Huntington Beach to Route 72 in La Habra via Beach Boulevard.	FROM ORANGE CO. LINE TO KASHLAN ROAD.	3	0.3	1959	9/18/59	No plans for improvement.	----	Right of way engineering recommends deletion from from the State Highway System. (Harbor Blvd.).
L A 7-4	39	(b)Beach Boulevard to Harbor Boulevard in La Habra via Whittier Boulevard.	FROM KASHLAN ROAD TO AZUSA AVE.	3	5.1	1959	9/18/59	No plans for improvement.	----	Same as above. (Harbor Blvd., Fullerton Rd, Colima Rd).
L A 7-4	39	(c)Whittier Boulevard in La Habra to Route 2 via Harbor Boulevard to the vicinity of Fullerton Road, then to Azusa Avenue, Azusa Avenue to San Gabriel Canyon Road, San Gabriel Avenue southbound between Azusa Avenue and San Gabriel Canyon Road, and San Gabriel Canyon Road.	FROM COLIMA ROAD TO ROUTE 10	3	5.5	1959	9/18/59	No plans for improvement.	----	Same as above. (Azusa Ave.). (No local roads adequately fit the description of a traversable highway).

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C.O. MAP ITEM NO.	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
L A 7-5	47	Route 47 is from: Route 110 in San Pedro to Route 10 via the Vincent Thomas Bridge. Route 47 shall also include that portion of Henry Ford	FROM VINCENT THOMAS BRIDGE TO ROUTE 103.	2	1.2	1959	9/18/59	To be improved	----	* (Terminal Island Freeway) (Seaside Ave., Ocean Blvd.)
L A 7-5	47	Avenue from Route 47 to Alameda Street and that portion of Alameda Street (Seaside Ave.). from Henry Ford Avenue to Route 91. Route 47 shall	FROM VINCENT THOMAS TO L.A./L.B. CITY LIMITS.	2						* Widening from 4 lanes to 6 lanes completed. The District recommends adoption after Navy Way project is completed.
L A 7-5	47	not include that portion of the adopted route from Route 1 to Willow Street and that portion of the	L.A./L.B. CITY LIMITS TO TERMINAL ISLAND. FREEWAY (Ocean Blvd.).	2						* Final PS&E under preparation to widen from 4 lanes to 6 lanes.
L A 7-6	47	adopted alignment from Willow Street to Route 405.	FROM RTE 103 TO RTE 91 (via Henry Ford Ave. and Alameda St.).	2	7.6	1982		Project partially funded	----	*
L A 7-6	47		FROM RTE 103 TO ANAHEIM 2 ST. (via Henry Ford Ave.)	2				Begin		* Widening from 4 to 6 lanes. construction 8/97.
L A 7-6	47		FROM ANAHEIM STREET TO 2 ALAMEDA ST. (Henry Ford Ave.)	2				Begin construction 7/97.	----	* Widening from 2 to 6 lanes
L A 7-6	47		FROM HENRY FORD AVE TO 2 PACIFIC COAST HIGHWAY (Alameda Street).	2				Final PS&E in review by CT.	----	* Widening from 4 to 6 lanes.
L A 7-6	47		FROM PACIFIC COAST HIGHWAY TO LOMITA BLVD. (Alameda St.).	2				Construction completion 8/97.	----	* Widening from 4 to 6 lanes.
L A 7-6	47		FROM LOMITA BLVD. TO RTE 91 (via Alameda St.).	3	8.6	1959	1959	To be improved.	1999	* L.A. County project under construction.
L A 7-6	47		FROM LOMITA BLVD. TO I-405 FWY (Alameda St.).	3	8.6	1959	1959	Begin construction 1/97.	----	* Widening from 4 to 6 lanes.
L A	47		FROM RTE 405 TO DELAMO BLVD. (Alameda Street).	3	8.6	1959	1959	Advertise 2/97.	----	* Widening from 4 to 6 lanes
L A 7-6	47		FROM DELAMO BLVD. TO RTE 91 (Alameda Street).	3	8.6	1959	1959	Advertise 4/97.	----	* Widening from 4 to 6 lanes

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L A 7-7	48	Route 48 is from: Route 138 east of Gorman to Route 122 near the San Bernardino county line.	FROM SIERRA HIGHWAY TO ROUTE 122	4	8.5	1959	9/18/59	No plans for improvement	----	District 8 Corridor Review. See Map Item No. 8-4. (No paved traversable highway).
7-8										Map Item No. 7-8 eliminated.
L A 7-9	64	Route 64 is from Route 1 near Malibu Beach to Route 5 south of San Fernando.	FROM ROUTE 1 TO ROUTE 101	4	9.4	1959	Deleted 11/23/70.	No plans for improvement	----	Route concept report recommends Route 64 be deleted from highway system. (Malibu Canyon Road).
L A Ven 7-9	64		FROM ROUTE 101 TO ROUTE 27	4	8.0	1959	Deleted 1/1/76.	No plans for improvement	----	Route concept report recommends Route 64 be deleted from highway system. (No traversable highway).
L A 7-9	64		FROM ROUTE 27 TO ROUTE 5	4	12.6	1959	Deleted 1/1/76.	No plans for improvement	----	Route concept report recommends Route 64 be deleted from highway system. (Roscoe Blvd., Tuxford St.).
L A 7-10	90	Route 90 is from Route 1 northwest of the Los Angeles International Airport to Route 91 in Santa Ana Canyon passing near La Habra.	FROM 0.8 MILE EAST OF ROUTE 405 TO ROUTE 258	4	4.5	1953	1959	Inadequate	----	(Slauson Avenue).
L A 7-10	90		FROM ROUTE 258 TO ORANGE CO.	4	20.2	1959	1959	Inadequate	----	Route concept report recommends Route 90 from proposed Route 258 to Orange Co. line be deleted from the State Highway System. (Slauson Avenue).
L A 7-11	118	Route 118 is from: (a) Route 126 near Saticoy to Route 210 near San Fernando. (b) Route 210 near Sunland to Route 249 north of La Canada.	FROM ROUTE 210 TO ROUTE 249	4	10.5	1959	1959	No plans for improvement	----	(Big Tujunga Canyon Road).

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L A 7-12	122	Route 122 is from: (a) Route 14 south of Palmdale to Route 138. (b) Route 138 to Route 48. (c) Route 48 northeasterly to Route 58.	FROM ROUTE 14 TO ROUTE 138 (Pear blossom Highway).	4	4.5	1959		No plans for improvement.	----	Route concept report recommends Route 14 to Route 138 alignment.
L A 7-12	122		FROM RTE 138 TO RTE 48	4	16.2	1959		No plans for improvement.	----	(50th Street East).
L A 7-12	122		FROM ROUTE 48 TO SAN BERNARDINO COUNTY LINE	4	20.1	1959		No plans for improvement.	----	(No traversable highway). See Map Item No. 8-4.
7-13	L A									Map Item No. 7-13 eliminated.
L A 7-14	164	Route 164 is from: Route 605 near Pico Rivera to Route 210 near Pasadena.	FROM ROUTE 605 TO GALLATIN RD. (via Beverly Boulevard now).	4	1.4	1959		Probably adequate	----	
L A 7-15	170	Route 170 is from: (a) Los Angeles International Airport to Route 90. (b) Route 2 to Route 101 in Los Angeles. (c) Route 101 near Riverside Drive to Route 5 near Tujunga Wash.	FROM LAX TO ROUTE 90	4	4.5	1959 1965	9/17/65 (Por)	No plans for Improvement.	----	(La Tijerra Blvd., La Cienega Blvd. From LAX to I-405 added to F&E System 9/17/65.
7-16										Map Item No. 7-16 eliminated.
7-17										Map Item No. 7-17 eliminated.

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C.O. MAP ITEM NO.	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
7-18										Map Item No. 7-18 eliminated.
L A 7-19	249	Route 249 is from: Route 2 north of La Canada to Route 14 south of Palmdale.	FROM ROUTE 2 TO ROUTE 14	4	13.5	1959	9/18/59	No plans for improvement.	----	Has insufficient tunnel clearances. (Angeles Forest Highway).
Ven 7-20	257	Route 257 is from: Route 34 to Route 101 near Ventura.	FROM ROUTE 34 TO ROUTE 101	4	19.6	1965	9/17/65	No plans for improvement.	----	The route is circuitous around Plaza Park in Oxnard. (5th St., Harbor Blvd.).
L A 7-21	258	Route 258 is from: Route 405 near Torrance to Route 101 near Hollywood.	FROM ROUTE 405 TO ROUTE 101	4	17.0	1965	9/17/65	Probably adequate.	----	Route concept report recommends revised proposed alignment ~3.5 miles westerly and description be : "from Route 405 near LAX, to Route 101 near Hollywood." (Western Avenue).
Total					253.4					

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S Bd 8-1	18	Route 18 is from: (a) Route 10 near San Bernardino to Route 30. (b) Route 10 near San Bernardino to Route 15 in Victorville via Big Bear Lake. (c) Route 15 near Victorville to Route 138 near Pearblossom.	FROM ROUTE 10 TO ROUTE 30.	4	4.1	1959	1959	Planning Stage	----	Freeway route adoption was rescinded in 1975. At that time the need for Route 18 southerly of Route 30 as a state highway has become a very low priority, in the District's judgment. The portion North of Route 10 (Harrison Canyon alignment) is needed to meet traffic demands. (Waterman Avenue.) (No local roads adequately fit the description of a traversable highway).
Riv 8-2	74	Route 74 is from: (a) Route 5 near San Juan Capistrano to Route 15 near Lake Elsinore. (b) Route 15 near Lake Elsinore to Route 215 near Perris. (c) Route 215 near Perris to Route 10 near Thousand Palms via Hemet and Palm Desert.	FROM ROUTE 111 TO ROUTE 10.	4	5.5	1959	1959	Constructed by Riverside Co. in 1986	----	This Monterey Avenue provides a route between Route 111 and Route 10. Most of this route has been annexed by the Cities of Rancho Mirage and Palm Desert. Rancho Mirage is not in favor of adoption of this route as a state highway. Modification of the Monterey / Route 10 IC is in progress. Also, a 4-lane bridge now exists on Monterey Avenue over the Whitewater River. (No local roads adequately fit the description of a traversable highway).
Riv S Bd 8-3	81	Route 81 is from: Route 215 east of Riverside to Route 15 south of Devore.	FROM ROUTE 215 NEAR RIVERSIDE TO ROUTE 91 IN RIVERSIDE COUNTY TO ROUTE 15 NEAR DEVORE.	4	30.9	1959	1963	Planning Stage	----	Local Regional Transportation Agencies beginning Preliminary Planning Studies. (No local roads adequately fit the description of a traversable highway).

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C O. MAP ITEM NO.	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
S Bd 8-4	122	Route 122 is from: (a) Route 14 south of Palmdale to Route 138. (b) Route 138 to Route 48. (c) Route 48 northeasterly to Route 58.	FROM LOS ANGELES COUNTY LINE TO ROUTE 58.	4	20.5	1959	1959	No plans	----	District Corridor Review. See Map Item No. 7-12. (No local roads adequately fit the description of a traversable highway).
S Bd 8-5	142	Route 142 is from: (a) Route 90 near Brea to Route 71 near Chino. (b) Route 71 near Chino to Route 30 near Upland.	FROM ROUTE 71 TO ROUTE 30.	4	9.5	1963	1963	Planning Stage	----	There have been preliminary discussions with local transportation agencies which may lead to planning studies. (Central Avenue and a grid of urban streets could be used but the roads do not adequately fit the description of a traversable highway).

Total 70.5

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Iny S Bd 9-1	178	Route 178 is from: (a) Bakersfield to Route 14 near Freeman via Walker Pass. (b) Route 14 near Freeman to Route 127. (c) Route 127 to the Nevada state line in Pahrump Valley.	FROM 14.7 MILES EAST OF KERN COUNTY LINE TO EAST BOUNDARY OF DEATH VALLEY NATIONAL MONUMENT.	4	56.0	1947	--	No plans	----	This is a winding dirt road through mountain passes in a desolate area. This portion of Route 178 passes through a gunnery range of the China Lake Naval Weapons Center and through the Wingate Wash area. A portion of the Wingate Wash has been designated a wilderness area by the National Park Service. This area is not suitable for a state highway. (No traversable highway). The District recommends this portion of Route 178 (56 miles) be deleted from the State Highway System.
Iny 9-2	190	Route 190 is from Route 99 near Tipton to Route 127 near Death Valley Junction, via the vicinity of Porterville, Camp Nelson, Olancho, and Death Valley.	FROM TULARE COUNTY LINE TO ROUTE 395.	4	12.0	1934	--	No plans	----	This area of Route 190 within Dist 9 is in mountainous terrain. There is no road in existence today. The Route was adopted as a conventional highway April 15, 1964. On January 4, 1982 Project Development prepared a report recommending the recession of the conventional route adoption. On June 25, 1982 the CTC passed a resolution "Notice of Intention to Consider Rescinding Conventional Adoption." Nothing has taken place since District completed a Route Recycle Report. The District recommends this portion of Route 190 be deleted from the State Highway System. See Map Item No. 6-4. (Districts 6 and 9).

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Mno 9-3	270	Route 270 is from Route 395 south of Bridgeport to Bodie State Historic Park.	FROM 9.9 MILES EAST OF ROUTE 395 TO BODIE STATE HISTORIC PARK.	4	3.5	1970	--	No plans	----	<p>Mono County and the State Department of Parks and Recreation (DPR) entered into an agreement on 12/6/83. The Department of Parks and Recreation is to maintain Route 270 from 9.9 miles east of Route 395 to Bodie State Park. DPR is responsible for maintaining, developing, repairing, improving, constructing, and reconstructing this 3.5 miles of road. Mono County has no plans or available money for improvements. The department of Parks and recreation has indicated that they would like to keep the existing road dirt so the tourist can have the true Bodie experience by traveling the last 3.5 miles on a dirt road.</p> <p>The Districts recommends this 3.5 miles of Bodie Road be deleted from the State Highway System.</p>
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Total 71.5

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Mpa Mer Sta Cal S J 10-1	65	Route 65 is from: (a) Route 99 near Bakersfield to Route 198 near Exeter. (b) Route 198 near Exeter to Route 80 near Roseville on a route along the easterly side of the San Joaquin Valley, which route may include all or portions of any existing state highway route. (c) Route 80 near Roseville to Route 70 near Marysville. (d) Route 70 near Marysville to Route 99 in or near Yuba City.	FROM MADERA COUNTY LINE TO SACRAMENTO COUNTY LINE.	4	93.9	1959	1959	No plans	----	No recommendation. See Map Item No. 3-1. See Map Item No. 6-1. (Network of local roads) (No local roads adequately fit the description of a traversable highway).
Ama 10-2	104	Route 104 is from: (a) Route 99 near Arno to Route 88 near Lone. (b) Route 88 west of Martell to Route 88 southwest of Pine Grove via the vicinity of Sutter Creek.	FROM ROUTE 49 TO ROUTE 88. (Ridge Road, Climax Road).	3	8.3	1959	--	Unknown	----	Amador County Transportation Commission is in the process of engaging a consultant to study what is required to upgrade the facility to state standards. No recommendation.
Sta 10-3	108	Route 108 is from: (a) Route 5 near Crows Landing to Route 99. (b) Route 132 in Modesto to Route 120 in Oakdale. (c) Route 120 near Yosemite Junction to Route 49 south of Jamestown. (d) Route 49 to Route 395 via the vicinity of Sonora and Long Barn.	FROM ROUTE 5 TO ROUTE 33. (Fink Road).	4	3.6	1959	1959	No plans	----	District has received and responded to inquiry from Stanislaus County Department of Public Works concerning Caltrans adopting this route. No further action at this time.
Sta 10-3	108		FROM ROUTE 33 TO ROUTE 99. (Crow's Landing Road).	4	17.9	1959	1959	No plans	----	District has received and responded to inquiry from Stanislaus County Department of Public Works concerning Caltrans adopting this route. No further action at this time.

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Sta 10-4	130	Route 130 is from Route 101 in San Jose to Route 33 near Patterson via the vicinity of Mount Hamilton.	SANTA CLARA COUNTY LINE TO ROUTE 5.	4	23.0	1959	--	No plans	----	(Del Puerto Canyon Road). Not a suitable route. See Map Item No. 4-16. No recommendation.
Sta 10-5	130		FROM ROUTE 5 TO	4	3.0	1959	--	No plans	----	No recommendation.
Sta 10-6										Map Item No. 10-5 eliminated.
S J 10-7	234	Route 234 is from Route 5 near French Camp to Route 99.	FROM ROUTE 5 NEAR FRENCH CAMP TO ROUTE 99.	4	3.4	1959	1959	No plans	----	See Map Item No. 3-X and 4-X. In 1983 San Joaquin Co. Board of Supervisors passed resolution R-83-1461 for procedures to be followed to include French Camp Road in the State Highway System as Route 234 and Eight-Mile Road as Route 235. On November 29, 1993, the SJ Co. Board of Supervisors adopted Eight-Mile Rd. as an arterial roadway and denoted that the County no longer is interested in Eight Mile Rd. becoming a State highway. The County has not shown an opinion on the disposition of French Camp Road but wants it to remain on the list. (No selected alignment-no traversable highway).
S J 10-8	235	Route 235 is from Route 5 to Route 99 north of the Calaveras River in Stockton.	FROM ROUTE 5 TO ROUTE 99 NORTH OF THE CALAVERAS RIVER.	4	6.4	1959	1959	No plans	----	As noted above, San Joaquin Co. is no longer interested in Eight-Mile Road as Route 235. District is in contact with the County, but no alternative route determination has been made at this time. (No selected alignment- no traversable highway).

Total 159.5

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S D 11-1	52	Route 52 is from Route 5 east of La Jolla to Route 67 near Santee.	FROM MISSION GORGE ROAD TO ROUTE 125.	2	1.2	1959	1959	See remarks	1989	Route adopted 7/27/89 (to Route 67). A 4-lane freeway was completed 12/16/93.
S D 11-1	52		FROM ROUTE 125 TO CUYAMACA STREET.	4	1.5	1959	1959	See remarks	1989	PS & E Phase, construct new 4 lane freeway Estimated construction completion 2008.
S D 11-1	52		FROM 0.1 MILES WEST OF CUYAMACA STREET TO ROUTE 67.	4	1.5	1959	1959	See remarks	1989	PS & E Phase, construct new 4 lane freeway Estimated construction completion 2010.
S D 11-2	54	Route 54 is from Route 5 near Sweetwater River to Route 8 near El Cajon.	FROM 0.7 MILES WEST OF WOODMAN TO 0.6 MILES EAST OF BRIARWOOD.	1	2.7	1959	1959	See remarks	1997	Route adopted 10/25/61. Construction of a 4-lane freeway Completed in 1997.
S D 11-2	54		FROM 0.6 MILES EAST OF BRIARWOOD TO PROPOSED JUNCTION OF ROUTE 125 (PM 6.3).	2	(0.9)	1959	1959	See remarks	2000	This segment of Route 54 has been incorporated into the Route 125 tollway project. Construct 4-lane freeway. Estimated construction 2006.
S D 11-2	54		FROM ROUTE 125 TO ROUTE 94.	4	4.7	1959	1959	See remarks	2020	Route adopted 8/20/63. Existing route does not meet State highway standards. No short term improvements anticipated. SANDAG is expected to complete the SR-54 Corridor Study in 2003 which will analyze This segment

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S D 11-3	56	Route 56 is from Route 5 north of La Jolla to Route 67.	FROM 0.5 MILES EAST OF CARMEL COUNTRY DRIVE TO (PM 2.347) 0.4 MILES WEST OF SALMON RIVER ROAD (PM 7.234).	2	4.9	1959	1959	See remarks	1999	Route adopted 4/28/65 (to Route 67). Construct new 6 lane freeway and 2 HOV LANES. Estimated construction completion 2004.
S D 11-3	56		FROM ROUTE 15 TO ROUTE 67.	4	8.0	1959	1959	No plans	---	Route adopted 4/28/65. No current plans to develop a State Highway in this segment.
11-4										Map Item No. 11-4 eliminated.
S D 11-5	905	Route 905 is from: (a) The International Boundary near Border Field northeasterly to Route 5. (b) Route 5 near the south end of San Diego Bay to the International Boundary southerly of Brown Field.	FROM INTERNATIONAL BORDER NEAR SAN YSIDRO TO ROUTE 5 .	4	3.2	1972	--	No plans	----	No route adoption. Environmentally sensitive area. No future activity anticipated. (No traversable highway).

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S D 11-6	905	Route 905 is from: (a) The International Boundary near Border Field northeasterly to Route 5. (b) Route 5 near the south end of San Diego Bay to the International Boundary southerly of Brown Field.	FROM 0.5 MILES EAST OF ROUTE 805 TO ROUTE 125 (Otay Mesa Road).	1	4.2	1959	1959	Traversable road	2001	PA 7ED Phase. Staged construction of 6 lane freeway is planned on the Adopted Route 905. Estimated construction completion 2007.
S D 11-7	125	Route 125 is from: (a) Route 905 near Brown Field to Route 54. (b) Route 54 to Route 94 near La Mesa. (c) Route 94 near La Mesa to Route 56.	FROM ROUTE 905 TO ROUTE 54	2	11.2	1959	1959	See remarks	2000	Staged construction of 8 lane privately funded tollway. Initial 4 lane facility estimated construction completion in 2006.

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S D 11-7	125	Route 125 is from: (a) Route 905 near Brown Field to Route 54. (b) Route 54 to Route 94 near La Mesa. (c) Route 94 near La Mesa to Route 56.	FROM ROUTE 54 TO Route 94	2	4.4	1959	1959	See remarks	1965	A 6 lane freeway is currently under construction from Route 54 to Route 94.
S D 11-8	125		FROM FLETCHER PARKWAY TO NAVAJO RD.	2	1.8	1959	1959	See remarks	1965	Route adopted: 9/23/64. Construction of 6 lane freeway completed in Summer, 2001.
S D 11-8	125		FROM NAVAJO ROAD TO GROSSMONT COLLEGE DRIVE.	3	1.5	1959	1959	See Remarks	1965	A 6 lane freeway currently under construction.
S D 11-8	125		FROM GROSSMONT. COLLEGE DR TO MISSION GORGE RD. (ROUTE 52).	2	1.1	1959	1959	See Remarks	1998	Construction of 6 lane freeway completed Fall 1998.
S D 11-8	125		FROM MISSION GORGE ROAD (ROUTE 52) TO ROUTE 56.	4	10.6	1959	1959	No plans	2015	Route adopted: 7/21/65. 1996 SANDAG will study this segment in their new North/South Transportation Facility Study which is expected to start in 2002/03.

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11-9										Map Item No. 11-9 eliminated.
11-10										Map Item No. 11-10 eliminated.
Imp 11-11	228	Route 228 is from Route 86 approximately two and one-half miles southwest of Brawley to Route 86 approximately two miles west of Brawley.	FROM ROUTE 86 SOUTH OF BRAWLEY TO ROUTE 86 WEST OF BRAWLEY.	4	2.0	--	1933	Deleted	----	Route deleted from the State Highway System in 1998.
S D 11-12	11	Route 11 is from the northerly border of the new Federal Port of Entry and east of the Otay Mesa Port of Entry to near the junction of Route 125 and Route 905.	FROM THE NORTHERN BORDER OF THE NEW FEDERAL POE LOCATED APPROXIMATELY 2 MILES EAST IF THE EXISTING OTAY MESA POE TO THE JUNCTION ROUTE 125 AND ROUTE 905.	4	3.0	1994	--	See remarks	2008(est)	PA&ED Phase. Construct 4 lane highway. Estimated construction completion 2010.
IMP * 11-13	7	Route 7 is from the northerly boundary of the Federal Port of Entry near Calexico to Route 8 near El Centro.	FROM INTERNATIONAL BORDER NEAR CALEXICO TO ROUTE 98.	1	1.2	1990	--	See remarks	1996	Construction of 4 lane highway completed and facility opened 12/98. Caltrans has assumed maintenance.
IMP 11-13	7		FROM ROUTE 98 TO ROUTE 8.	3	5.5	1990	--	See remarks	2000	Construct new 4 lane freeway. Estimated completion in 2006.
SD 11-14	241	Route 241 is from: Route 231 near the Cities of Tustin and Irvine to Route 5 south of San Clemente.	FROM ORANGE COUNTY LINE TO ROUTE 5 BETWEEN CHRISTIANITOS AND BASILONE ROADS.		--	--	--	See remarks	--	District 12 reported on the entire Foothill Corridor facility, including this small segment that extends into San Diego County.
Total					75.1					

() Mileage not included in total

*Project complete - State has assumed maintenance of the facility.

12/2002

TRAVERSABLE HIGHWAYS
LOCAL ROADS MEETING THE DEFINITION IN SECTION 81, STREETS AND HIGHWAY CODE

C.O. MAP ITEM NO.	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
O R A 12-1	39	Route 39 is from: (a) Route 1 near Huntington Beach to Route 72 in La Habra via Beach Boulevard. (b) Beach Boulevard to Harbor Boulevard in La Habra via Whittier Boulevard. (c) Whittier Boulevard in La Habra to Route 2 via Harbor Boulevard to the vicinity of Fullerton Road, then to Azusa Avenue, Azusa Avenue to San Gabriel Canyon Road, San Gabriel Avenue southbound between Azusa Avenue and San Gabriel Canyon Road, and San Gabriel Canyon Road.	Route 72 North to Los Angeles County Line	4	0.5	1959	1959	See remarks	----	Currently, no plans for improvement by State or local agencies.
O R A 12-2	57	Route 57 is from: (a) Route 1 near Huntington Beach to Route 22 near Santa Ana. (b) Route 5 near Santa Ana to Route 60 near Industry. (c) Route 60 near Industry to Route 210 near Route 10 and Pomona.	From Route 1 to Route 405.	4	5.0	1959	1959	No plans for improvement	----	Currently, no plans for improvement by State or local agencies.
O R A	57		From Route 405 to Routes 5/22/57 Interchange.	3	8.0	1959	1959	See remarks	----	Potential toll road project.
O R A 12-3	73	Route 73 is from Route 5 near San Juan Capistrano to Route 405 via the San Joaquin Hills. MacArthur Boulevard from Route 1 near Corona del Mar to San Diego Creek in Irvine shall cease to be a state highway when the Route 73 freeway as described above is completed.	Route 5 to Route 405.	-	18	1965	1965	See remarks	1/16/1997	Opened to traffic in two segments as a toll facility. The first segment from the I-5 to SR-133 (PM 10.0 to 16.9) opened in July of 1996. The last segment was from SR-133 to Mac Arthur Blvd. (PM 16.9 to 23.8) opened in November of 1996. The remaining portion of SR-73 (PM 23.8 To 28.0) has been operating as a freeway.
O R A 12-4	90	Route 90 is from Route 1 northwest of the Los Angeles International Airport to Route 91 in Santa Ana Canyon passing near La Habra.	From Route 39 West to Los Angeles County Line.	4	0.5	1965	1965	No plans for improvement	----	Currently no projects planned.

12/2002

TRAVERSABLE HIGHWAYS
LOCAL ROADS MEETING THE DEFINITION IN SECTION 81, STREETS AND HIGHWAY CODE

Page 2 of 3
DISTRICT 12

C.O. MAP ITEM NO.	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
O R A 12-5	133	Route 133 is from Route 1 near Laguna Beach to Route 241.	Routes 133/241 IC to Routes 5/133 IC.	-	4.5	1988	1988	See remarks	1999	SR 133 runs from Route 1 to I-405 (PM 0.0-8.3) As a State Highway. The freeway segment starts at the I-504 and runs to the I-5. In October of 1998, the toll road segment of this facility opened to traffic which starts at the I-5 and ends at SR-241 toll road
O R A 12-6	241	Route 241 is from Route 5 south of San Clemente to Route 91 in the City of Anaheim.	From Oso Parkway to Antonio Parkway.	-	3.0	1988	1988	See remarks	1999	This was the last segment of this toll facility That opened to traffic in January 1999.
O R A 12-6	241		From Antonio Parkway to Portola Parkway (South).	-	7.3	1988	1988	See Remarks	1999	This segment opened to traffic as part of the Toll facility in April 1995.
O R A 12-6	241		From Portola Parkway (South) to Portola Parkway (North) in Irvine.	-	2.5	1988	1988	See remarks	1999	This was the first segment of the toll facility that opened to traffic in October 1993.
O R A 12-6	241		From Portola Parkway (North) IN Irvine to SR-91 in Anaheim.	-	14.7	1988	1988	See remarks	1998	This segment opened to traffic as an Extension of the toll facility in October 1998.
O R A 12-7	605	Route 605 is from: (a) Route 1 near Seal Beach to Route 405. (b) Route 405 to Route 210 near Duarte. Route 605 shall be known and designated as the "San Gabriel River Freeway."	From Route 1 to Route 22.	4	3.0	1959	1959	No plans for improvement	----	(Seal Beach Boulevard). (No local roads adequately fit the description of a traversable highway). No plans.

TRAVERSABLE HIGHWAYS
LOCAL ROADS MEETING THE DEFINITION IN SECTION 81, STREETS AND HIGHWAY CODE

C O. MAP ITEM NO.	RTE	LEGISLATIVE DESCRIPTION	LIMITS OF UNCONSTRUCTED STATE HIGHWAY (existing local traversable road/s)	CAT	MILES	YEAR ADDED TO STATE HIGHWAY SYSTEM	YEAR ADDED TO F&E SYSTEM	STATUS	YEAR OF ANTICIPATED ADOPTION	REMARKS
O R A 12-11	91	Route 91 is from Route 1 near Hermosa Beach to Route 215 in Riverside via Santa Ana Canyon.	From Riverside County Line to Routes 91/55 IC.	-	11.0	1931	1959	See Remarks	2025	AB 680 Privatization Tollroad, Constructed 1996, operated and maintained by Private Corp. Will be owned, operated and maintained by State in 2025.
O R A 12-8	1	Route 1 is from: Route 5 south of San Juan Capistrano to Route 101 near El Rio.	Jamboree to Newport Coast Drive. Copper Lantern Street To Blue Lantern Street.	2	1.2	1919	1959	See remarks	1998	Limit of relinquishment in Newport Beach Is from PM 14.1 to 17.4. Jamboree Rd to Newport Coast Drive. Caltrans is evaluating adoption of couplet based on request by City of Dana Point. The limits being the northern City limits To west side of San Juan Creek, PM 0.96 to 4.63.
12-9										Map Item No. 12-9 eliminated.
O R A 12-10	261	Route 261 is from Route 5 near the border of the Cities of Tustin and Irvine to Route 231.	FROM ROUTES 241/261 IC. TO WALNUT AVENUE.	-	6.1	1991	1991	See Remarks	1999	In 1999, construction will be complete, and State will own, FETCA will operate.
O R A 12-10	261		FROM WALNUT AVENUE/ ROUTE 261 IC TO ROUTES 5/261 IC.	-	6.9	1991	1991	See Remarks	1999	State will own, FETCA will operate.
Total				18.2						
			[] mileage not included in total.		[74.0]					
12/2002										

APPENDIX B

CATEGORIES OF
STATE HIGHWAY ROUTES
NOT YET MAINTAINED
BY THE STATE

CATEGORIES OF STATE HIGHWAY ROUTES ON WHICH THE STATE
DOES NOT MAINTAIN A FACILITY

1. The traversable highway is adequate and state assumption of maintenance is expected within the year.
2. The traversable highway is inadequate or nonexistent, but a project is included in the current STIP, RTIP, or other capital budget and state assumption of maintenance is expected within five years.
3. The traversable highway is inadequate or nonexistent, but project studies are scheduled within five years so state assumption of maintenance is a possibility within the next ten years.
4. The traversable highway is inadequate or nonexistent and no project studies are planned within five years so state assumption of maintenance is very unlikely in the next ten years.

APPENDIX C

LAWS RELATING TO
TRAVERSABLE HIGHWAYS

LAWS RELATING TO TRAVERSABLE HIGHWAYS

Traversable Highways

81. Except as is provided in Section 2109, whenever there exists between the termini of, and approximately on, any route included in the state highway system a traversable highway, the commission shall adopt the same as the state highway between such termini. The commission may adopt a portion of any such road if it determines that such portion is constructed to adequate standards and if such portion is contiguous to a portion of the state highway system presently being maintained by the department. If more than one such traversable highway exists, the commission shall determine and designate which of such highways shall constitute the state highway. The traversable highways thus selected and adopted shall be state highways in all respects the same as if originally constructed or acquired by the state, subject to all laws applicable to state highways. All acts and actions of the commission and the department with respect to the taking over and maintenance of such highways heretofore taken are hereby approved and ratified.

Notice of Action

82. Whenever a traversable highway is adopted as a state highway as provided in Section 81, written notice of such action shall be given to the board of supervisors of each county and to the city council of each city within which such highway or any portion thereof is located. The filing of a certified copy of the resolution or order of the commission with the local authority shall be a sufficient notice of the action of the commission.

Highway Right of Way

83. Any public street or highway or portion thereof which is within the boundaries of a state highway, including a traversable highway adopted or designated as a state highway, shall constitute a part of the right of way of such state highway without compensation being paid therefor, and the department shall have jurisdiction thereover and responsibility for the maintenance thereof.

Duty to Improve and Maintain Highways

91. The department shall improve and maintain the state highways, including all traversable highways which have been adopted or designated as state highways by the commission, as provided in this code.

Authority Generally

92. The department may do any act necessary, convenient or proper for the construction, improvement, maintenance or use of all highways which are under its jurisdiction, possession or control.

Maintenance of State Highways

2109. State highways shall be maintained, constructed, and improved out of the moneys received in the State Highway Account under Section 2108. Notwithstanding Section 81, the department is not required to maintain any route, or portion of a route, added after January 1, 1947, until it has been laid out and constructed as a state highway.

APPENDIX D

DEPUTY DIRECTIVE

DD-37

ADOPTION AND MAINTENANCE OF
TRAVERSABLE HIGHWAYS

DEPUTY DIRECTIVE

Number: DD-37

Refer to
Director's Policy: 08-Freeway System
Management

Effective Date: 1-25-95

Supersedes: P&P 78-4

Title: Adoption and Maintenance of
Traversable Highways

POLICY

Caltrans maintains traversable highways adopted by the California Transportation Commission (CTC) using State highway funds as outlined in the Streets and Highways Code.

BACKGROUND/ DEFINITIONS

As outlined in Sections 81, 82, 83, 90, 91, 92 and 2109 of the Streets and Highways Code, when an entire route in the statutory State Highway System has been constructed to adequate standards to serve as a State highway, the CTC must adopt the constructed facility. If a portion of a route has been constructed to adequate standards and connects to an already maintained State highway, the CTC may adopt the constructed facility. In both cases, Caltrans must maintain that facility using State highway funds.

Traversable Highways - There are approximately 1,500 miles of State highway routes described in statute on which Caltrans does not maintain a physical facility. Most of these routes are traversable roads or streets being maintained at present by local agencies. These roads and streets are called "traversable highways" in the Streets and Highways Code.

Adequate Facility - An existing facility is defined as adequate if it provides an acceptable level of traffic service and if no restoration or major improvements are anticipated within 10 years.

RESPONSIBILITIES

District Directors:

- Monitor traversable highways; prepare an annual listing describing their status for possible assumption of maintenance; and submit the listing to the Highway System Information Program as outlined in the Caltrans Maintenance of Traversable Highways Procedures.
- Before entering into adoption negotiations with a local agency, obtain concurrence from the Highway System Information Program on the type and extent of improvements required.
- Notify the local agency of any deficiencies that must be corrected before adoption of the road and obtain a resolution committing the local agency to correct the deficiencies.

- Obtain concurrence from the local agency on adoption of the road as a State-maintained highway if the road meets State standards.
- Notify the local agency of CTC's adoption of the road in accordance with Section 82 of the Streets and Highways Code.

The Highway System Information Program Manager:

- Ensures the development, maintenance and distribution of the Caltrans Maintenance of Traversable Highways Procedures.
- *ASSUMPTION*
Maintains a current status file of traversable routes which can be used by the Department to determine future needs.
- Prior to assuming maintenance of a route, initiates a joint review with representatives from the Districts, the Maintenance Program, the Traffic Operations Program, and the Office of Project Planning and Design to ensure that no restoration work is necessary and that the standards will reasonably satisfy State highway traffic requirements for the next 10 years.
- Notifies the District of any deficiencies which preclude State maintenance.
- Prepares joint letter of recommendation signed by all the affected Headquarters Programs and submits to the Chief Deputy Director for approval.
- Prepares report, route adoption map and recommendation to the Office of Project Planning and Design for submittal to CTC for route adoption.
- Notifies the concerned Headquarters Programs of any relevant CTC action if and when exchange will take place.
- Notifies the CTC of the Department's intent to assume maintenance of a route that has been previously adopted.

The State and Local Project Development Program Manager:

- Prepares appropriate resolution, maps and letters of recommendation to CTC as outlined in the Caltrans Project Development Procedures Manual.
- Notifies the appropriate Districts and Headquarters Programs of any relevant CTC action.

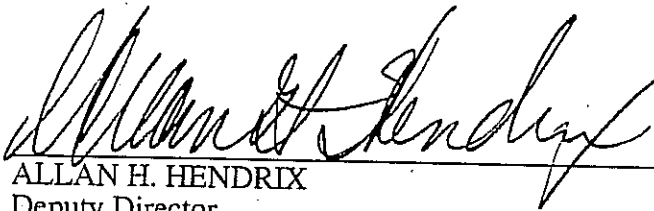
The Maintenance Program Manager, when maintenance responsibilities are assumed for a route, ensures that needed Maintenance expenditures (personnel years and dollars) are added to the budget for the current and following years.

The Budget Development Program Manager:

- Adjusts Maintenance allocations to reflect the increased workload.
- Requests the Department of Finance to adjust the spending limits and to advise the local agencies as required by the California Constitution, Article XIII B, Government Spending Limitation, adopted November 6, 1979.

APPLICABILITY

All Caltrans employees involved in the adoption and maintenance of traversable highways.

A handwritten signature in dark ink, appearing to read "Allan H. Hendrix", is written over a horizontal line.

ALLAN H. HENDRIX
Deputy Director
Planning

APPENDIX E

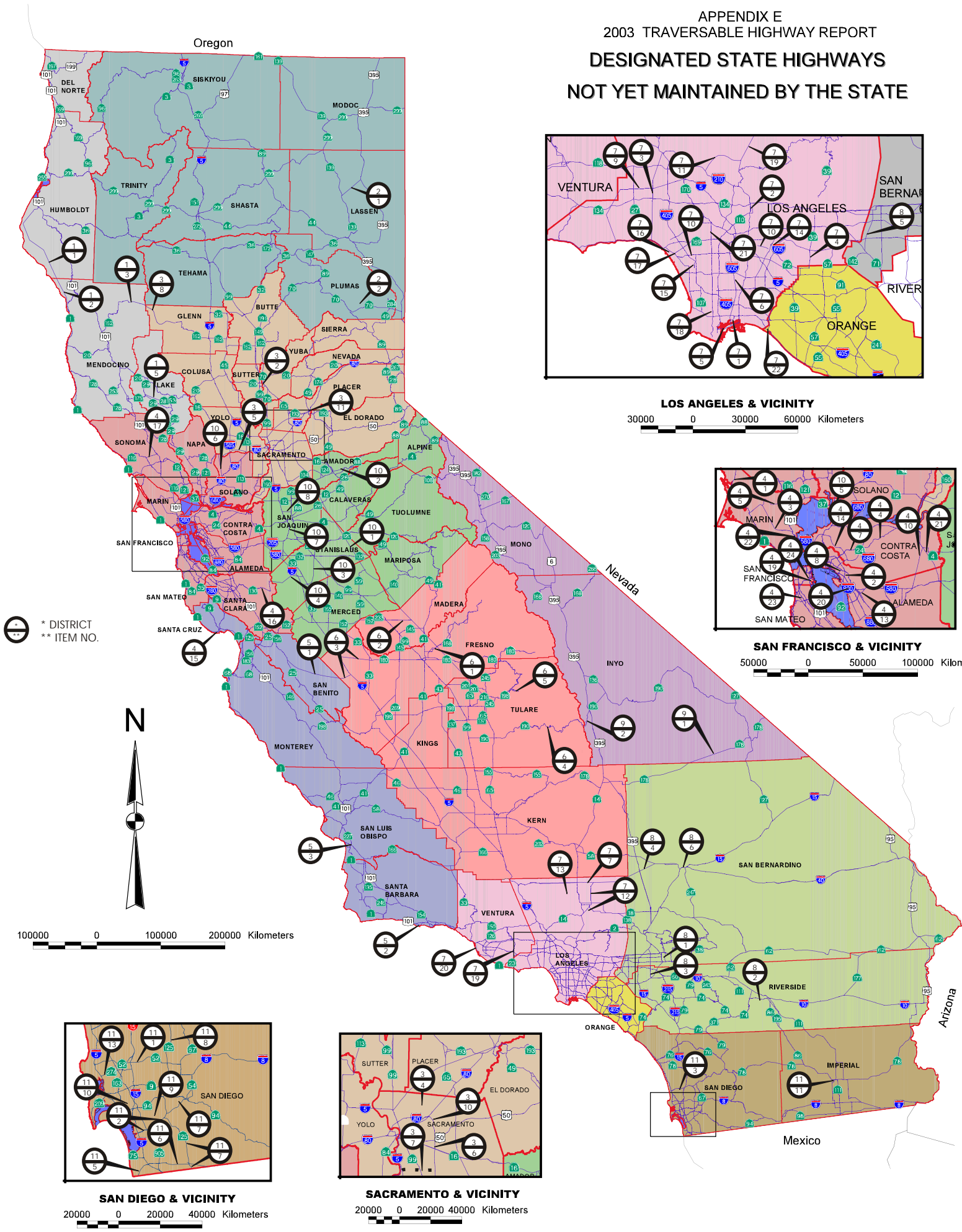
MAP

DESIGNATED STATE HIGHWAYS

NOT YET MAINTAINED

BY THE STATE

DESIGNATED STATE HIGHWAYS
NOT YET MAINTAINED BY THE STATE



Map Item #	Route	UNCANWAYS	Traversable	Total:	Adopt	Construction	Studies	Nothing	Total:	Category	Adopted	Date Assumed	Relinquish		
1-1	211	73.2	0		1	2	3	4	73.2	4					
1-2	211	29.6	0						29.6	4					
1-3	162	25.3	0						25.3	4					
1-4	169	18.2	0				18.2			3					
1-5	281	14.0	0					14.0		4					
Total:		160.3	0.0	160.3	0.0	0.0	18.2	142.1	160.3		0.0				
2-1	36	17.0						17.0		4					
2-2	285	7.5						7.5		4					
Total:		24.5	0.0	24.5	0.0	0.0	0.0	24.5	24.5		0.0				
3-1a	65	6.0						6.0		4					
3-1b	65	25.0						25.0		4					
3-1c	65	3.9						3.9		4					
3-2	65	5.3					5.3			3					
3-3	-	-						-		-					
3-4	102	37.5					37.5			3					
3-5	128	10.4				10.4				2					
3-6	143	19.7						19.7		4					
3-7a	148	4.3					4.3			3				R-143: 19.7mi whole Route	
3-7b	148	4.0					4.0			3				R-148: 4.3 mi	
3-7c	148	8.0					8.0			3				R-148: 4.0 mi	
3-8	162	24.3						24.3		4				R-148: 8.0+ mi	
3-9	162	13.3						13.3		4					
3-10										4					
3-11										4				R-244: legislative Changed	
3-12	179	0.1						0.1		4				R-256 is no longer in system should not be in report.	
Total:		161.8	0.0	161.8	0.0	10.4	59.1	92.3	161.8		0.0				
4-1	12	9.2						9.2		4					
4-2	13	4.5						4.5		4					
4-3	251	22.9						22.9		4					
4-4	24	15.1						15.1		4					
4-5	37	11.2						11.2		4					
4-6	61	24.3					24.3			3					
4-7	77	11.9						11.9		4					
4-8	77	1.5						1.5		4					
4-9												Statute change			
4-10a	84	14.7					14.7			3					
4-10b	84	5.7					5.7			3					
4-11															
4-12a	87	3.1				3.1				2	1.9	10/23/1992			
4-12b	87	4.3						4.3		4	4.3	8/31/1993			
4-13	92	2.2						2.2		4					
4-14a	93	10.6						10.6		4					
4-14b	93	7.3						7.3		4					
4-15	109	1.3						1.3		4					
4-16	130	20.8						20.8		4					
4-17	181	9.5						9.5		4					
4-18	84	1.9					1.9			3					
4-19	230	4.1						4.1		4					
4-20	238	1.6						1.6		4					
4-21	239	17.0						17.0		4					
4-22	251	1.6				1.6				2					
4-23	380	4.4						4.4		4					
4-24	179	13.7						13.7		4					
4-25	280	0.2						0.2		4					
4-26	880	1.0				1.0				2					
Total:		225.6	0.0	225.6	0.0	5.7	46.6	173.3	225.6		6.2				
5-1	180	50.0						50.0		4					
5-2	217	5.0						5.0		4				R-217: 5+mi	
5-3	227	1.7						1.7		4					
5-4	100	4.5						4.5		4					
5-5	25											Dropped		2.7 mi=4.3 km	
Total:		61.2	0.0	61.2	0.0	0.0	0.0	61.2	61.2		0.0				
6-1a	65	46.5						46.5		4					
6-1b	65	35.3						35.3		4					
6-2	152	15.1						15.1		4					
6-3a	180	9.0						9.0		4					
6-3b	180	22.2						22.2		4					
6-4	190	31.0						31.0		4					
6-5	276	8.5						8.5		4					
Total:		167.6	0.0	167.6	0.0	0.0	0.0	167.6	167.6		0.0				
7-1a	710	1.9				1.9				2					
7-1b	710									2					
7-1c	710									2					
7-1d	710									1					
7-1e	710	1.6			1.6					1					
7-2	710	3.5					3.5			3					
7-3a	14	10.1						10.1		4					
7-3b	14	7.4						7.4		4					

Map Item #	Route	UNCANWAYS	Traversable	Total:	Adopt	Construction	Studies	Nothing	Total:	Category	Adopted	Date Assumed	Relinquish		
7-3c	14	4.3						4.3			4				
7-4a	39	0.3					0.3			3			R-39: .3 mi	unconstructed	
7-4b	39	5.1					5.1			3			R-39: 5.1 mi	portions	
7-4c	39	5.5					5.5			3			R-39: 5.5 mi	only	
7-5a	47	1.2				1.2				2					
7-5b	47									2					
7-5c	47									2					
7-6a	47	7.6				7.6				2					
7-6b	47									2					
7-6c	47									2					
7-6d	47									2					
7-6e	47									2					
7-6f	47	8.6					8.6			3					
7-6g	47	8.6					8.6			3					
7-6h	47	8.6					8.6			3					
7-6i	47	8.6					8.6			3					
7-7	48	8.5						8.5		4					
7-8													Not used.		
7-9a	64	9.4						9.4		4			R-64: 9.4 mi		
7-9b	64	8.0						8.0		4			R-64: 8.0 mi	Whole Route	
7-9c	64	12.6						12.6		4			R-64: 12.6 mi		
7-10a	90	4.5						4.5		4			R-90: 4.5 mi		
7-10b	90	20.2						20.2		4			R-90: 20.2 mi		
7-11	118	10.5						10.5		4					
7-12a	122	4.5						4.5		4					
7-12b	122	16.2						16.2		4					
7-12c	122	20.1						20.1		4					
7-13															
7-14	164	1.4						1.4		4					
7-15	170	4.5						4.5		4					
7-16															
7-17															
7-18a															
7-18b															
7-19	249	13.5						13.5		4					
7-20	257	19.6						19.6		4					
7-21	258	17.0						17.0		4					
Total:		253.4	0.0	253.4	1.6	10.7	48.8	192.3	253.4		0.0				
8-1	18	4.1						4.1		4					
8-2	74	5.5						5.5		4					
8-3	81	30.9						30.9		4					
8-4	122	20.5						20.5		4					
8-5	142	9.5						9.5		4					
Total:		70.5	0.0	70.5	0.0	0.0	0.0	70.5	70.5		0.0				
9-1	178	56.0						56.0		4			R-178: 56.0 mi		
9-2	190	12.0						12.0		4			R-190: 12.0 mi		
9-3	270	3.5						3.5		4			R-270: 3.5 mi near Bodie		
Total:		71.5	0.0	71.5	0.0	0.0	0.0	71.5	71.5		0.0				
10-1	65	93.9						93.9		4					
10-2	104	8.3					8.3			3					
10-3a	108	3.6						3.6		4					
10-3b	108	17.9						17.9		4					
10-4a	130	23.0						23.0		4					
10-4b	130	3.0						3.0		4					
10-5															
10-6															
10-7	234	3.4						3.4		4					
10-8	235	6.4						6.4		4					
Total:		159.5	0.0	159.5	0.0	0.0	8.3	151.2	159.5		0.0				

Map Item #	Route	UNCANWAYS	Traversable	Total:	Adopt	Construction	Studies	Nothing	Total:	Category	Adopted	Date Assumed	Relinquish		
11-1a	52	1.2				1.2				2					
11-1b	52	1.5						1.5		4					
11-1c	52	1.5						1.5		4					
11-2a	54	2.7			2.7					1					
11-2b	54	0.9				0.9				2					
11-2c	54	4.7						4.7		4					
11-3a	56	4.9				4.9				2					
11-3b	56	8.0						8.0		4			?		
11-4															
11-5	905	3.2						3.2		4			R-905: 3.2 mi		
11-6	905	4.2			4.2					1					
11-7a	125	11.2				11.2				2					
11-7b	125	4.4				4.4				2					
11-8a	125	1.8				1.8				2					
11-8b	125	1.5					1.5			3					
11-8c	125	1.1				1.1				2					
11-8d	125	10.6						10.6		4					
11-9															
11-10															
11-11	228	2.0						2.0		4			R-228: 2.0 mi		
11-12	11	3.0						3.0		4					
11-13a	7	1.2			1.2					1	yes	Dec-96			
11-13b	7	5.5					5.5			3					
11-14	241														
Total:		75.1	0.0	75.1	8.1	25.5	7.0	34.5	75.1		0				
12-1	39	0.5						0.5		4					
12-2a	57	5.0						5.0		4					
12-2b	57	8.0					8.0			3					
12-3	73		18.0								May-95	Nov-96			
12-4	90	0.5						0.5		4					
12-5	133		4.5												
12-6a	241		3												
12-6b	241		7.3												
12-6c	241										Jul-93	2028			
12-6d	241		2.5												
12-6e	241		14.7												
12-7	605	3.0						3.0		4					
12-8	1	1.2				1.2				2					
12-9															
12-10a	261		6.1												
12-10b	261		6.9												
12-11	91		11.0							4		2025			
Total:		18.2	74.0	92.2	0.0	1.2	8.0	9.0	18.2		66047				
Grand Total:		1,449.2	74.0	1,523.2	9.7	53.5	196.0	1,190.0	1,449.2	0	66053.2				

Agency	Name	Office	Phone	Calmst	Fax	Calmst Fax	Address	City	State	Zip	Cell Phone
District 1	Michele Fell Ed Craner Eric Lund	DIAE Local Streets and Roads	(707) 445-6333 (707) 445-6407	538-6333 538-6397							
District 2	John Pedersen Kurt Lervold Marlene Woods Don Anderson Scott White	DIAE Local Streets and Roads (FC) Local Streets and Roads System Planning	(830) 225-3484 (830) 225-3570 (830) 225-3249 (830) 229-0518	442-3484 442-3570 442-3249	(830) 225-3020	442-3020					
District 3	Ben Brammer Laura J. Rice Willow Wright Karen Pereschi	DIAE Local Streets and Roads Local Streets and Roads Office of Advance and System Planning	(830) 741-5450 (916) 741-5122 (916) 741-4804 (916) 274-0634	457-5450 457-5122 457-4804 436-0634			P.O. Box 944	Marysville	CA	95901	
District 4	Rich Monroe Lisa Villareal Blessida N. Golemyresius Melinda Pagaduan	DIAE Local Streets and Roads (CMM) Chief, System Management Branch	(415) 286-5226 (510) 622-6910 (510) 286-5075	541-5226 561-5910 541-5075		(810) 286-5240 8-541-5513					
District 5	Sarah Chesebro Jerald T. Gibbs Kathleen Davis Keith Hinrichsen	Transportation Planning DIAE Local Streets and Roads System Planning Trans Hwy Rpt	 (805) 594-6192 8-629-4604	629-3640 629-4606 629-6192							
District 6	Henry Oputa Mary Johnson Mohsen Samani Mike Jacob	Associate Transportation Planning DIAE Local Assistance Systems Planning	(559) 488-4199 (559) 488-4105 (559) 488-5834 (559) 488-5002	422-4199 421-5834 421-5002							
District 7	Paul Perez Neil Hashiba Kirk Cressa Jim Kaufman Jonathan Osborn	Planning Senior Planner DIAE Local Assistance Planning	(213) 897-1731 (213) 897-4369 (213) 620-6483	647-1731 647-4369		647-1337 647-1337					(213) 880-1064
District 8	Louis Flores David Franceschelli Dr. Paul Fagan Joe Feherkamp Sue Hays	DIAE Local Streets and Roads Regional Planning Traversable Hwy Rpt	(909) 383-4574 (909) 388-7016 (909) 383-6937	670-4030 670-4574 670-7016 8-670-4539 8-670-7689	909-383-4129	670-4129	464 W. 4th Street	San Bernardino	CA	92401-1400	
District 9	Mark Reistetter Trudy Mitchell Ken Richter Terry Geis Ryan Dermody	DIAE Local Streets and Roads Local Streets and Roads	(760) 872-0657 (760) 872-0764 (760) 872-0750	627-0657 627-0764							
District 10	Lauree Barton Perline Balbin Susan Salisbury Kenneth Puth Jane Perez (Wegge)	DIAE Local Streets and Roads Local Streets and Roads Local Streets and Roads	(209) 948-7936 (209) 942-6178 (209) 948-7398 (209) 948-7112	423-7936 423-3866 423-6178 423-7398		423-3670 423-3670		Stockton Stockton Stockton	CA CA CA		
District 11	Jim Bukka Sandy Johnson Gary Vettesse Felix Badier Bill Wilder Barbara Balch Carol Boland Mike Kent Gene Pound Kim Shumer	DIAE Local Assistance Local Assistance Local Assistance Branch Chief, Systems Planning Planning Deputy	(819) 688-6778 615-688-6802 (819) 688-3690 (819) 688-6977 (819) 688-6966 (819) 688-6822	688-6968 688-3137 688-6778 688-6802 688-3690 688-6977 688-6966 688-6822 688-6681 688-6967	8-688-2511		1450 Frazee Road	San Diego	CA	92108	
District 12	Everett Evans Joel El Haslike Marco Sagani Alan Williams Ghaoul Almassabi Gail Farber Sarah Chamkashem Charley Lamwood	DIAE Local Streets and Roads Planning Deputy	(949) 223-5436 (949) 724-2373 949-724-2124 (949) 724-2899	655-5436 655-2257 655-7805 655-2124 8-655-7638 8-655-2731							